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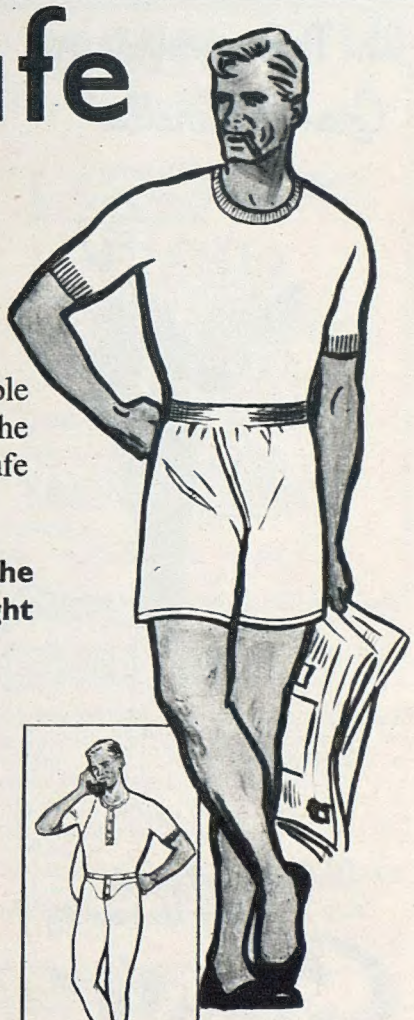

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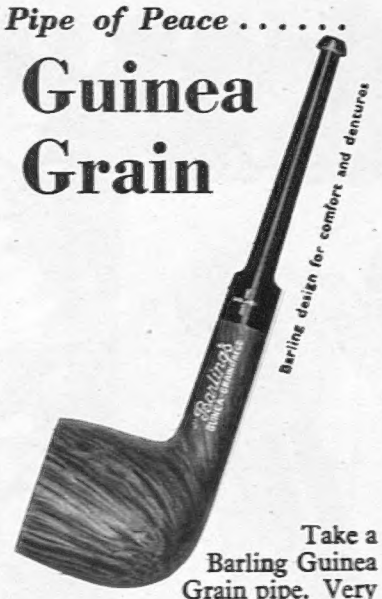

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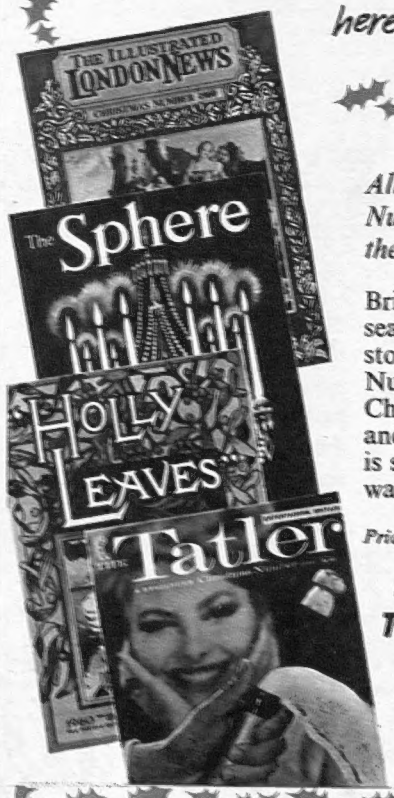

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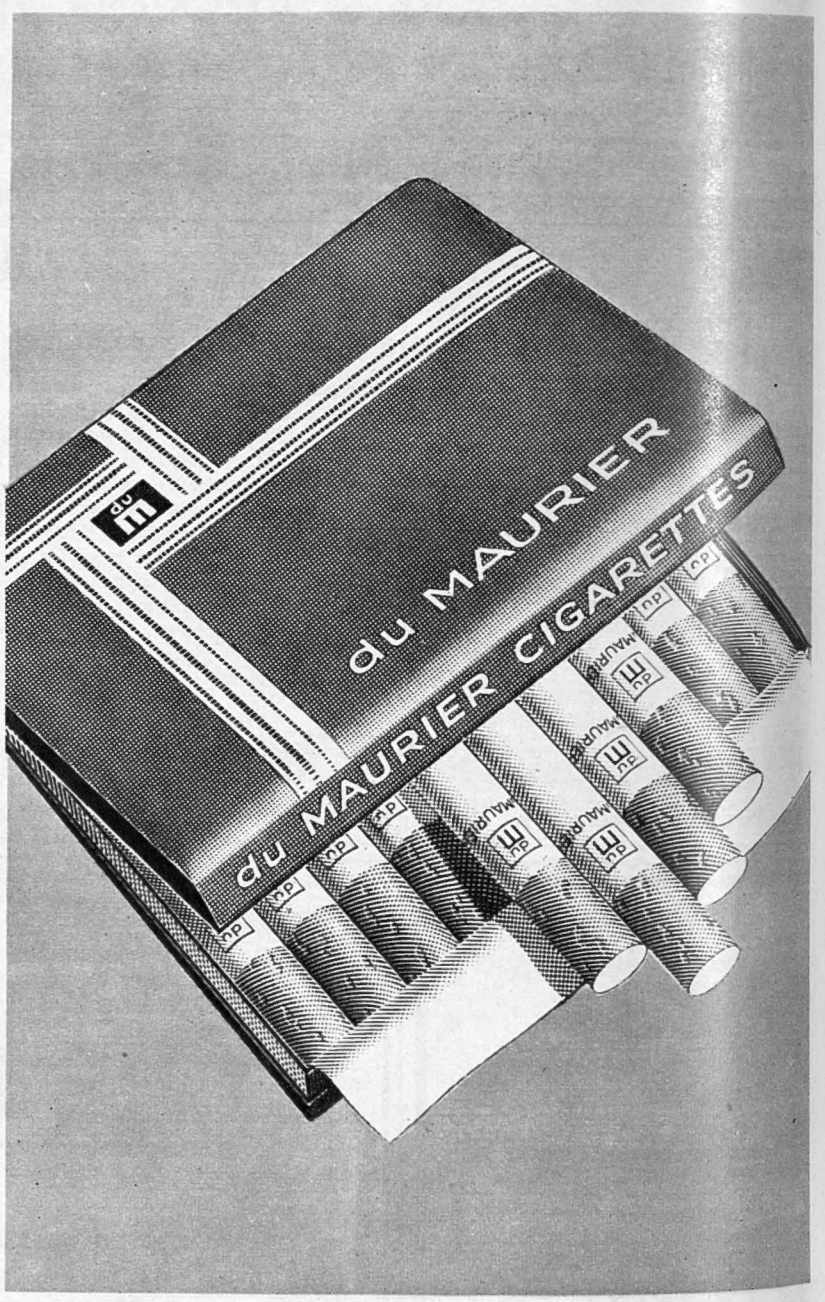

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Volume CCXLIII No. 3153

THE SPHERE

LONDON, November 5, 1960

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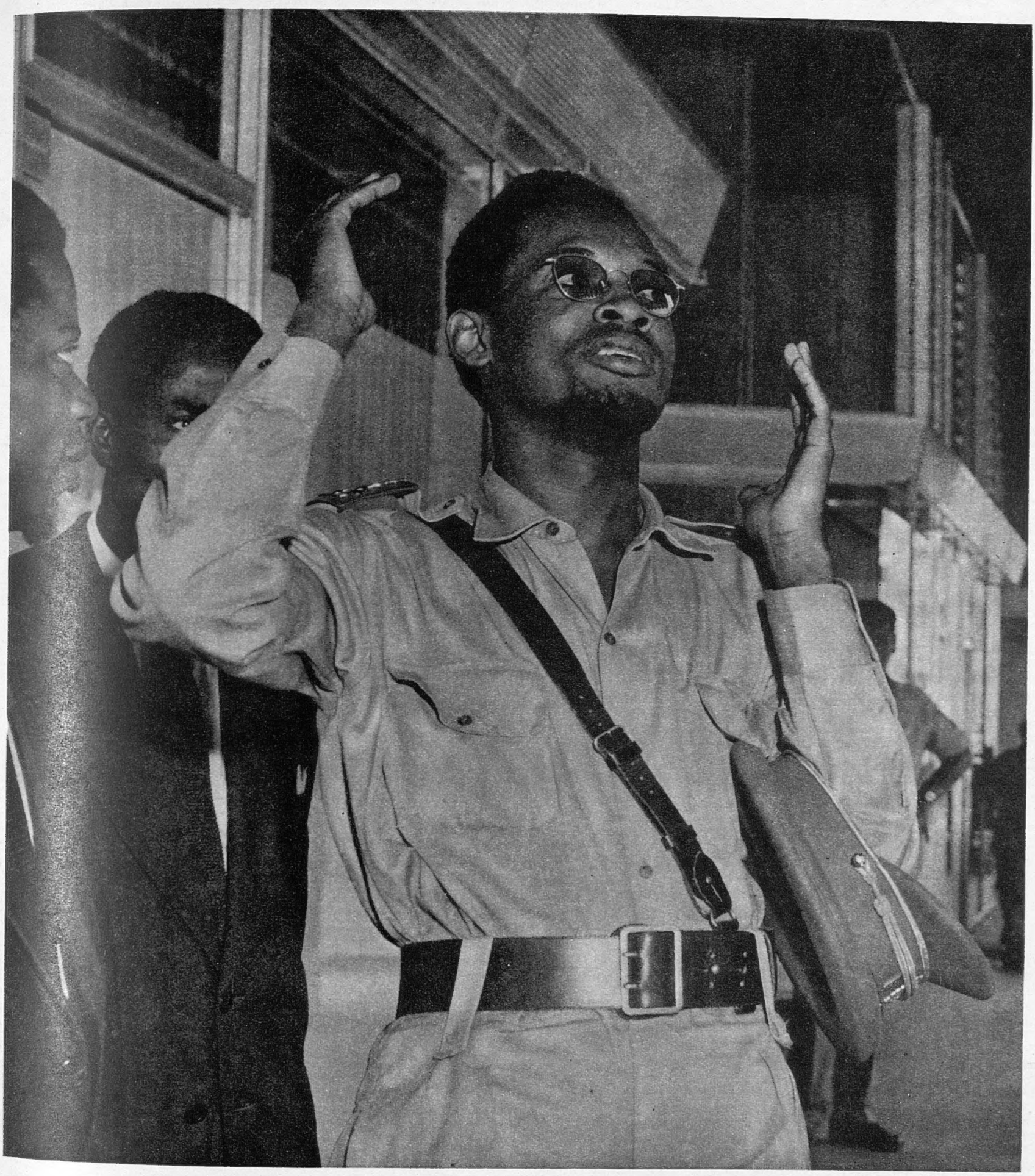

COLONEL MOBUTU STATES HIS VIEWS

The Congolese Army leader gesticulates as he talks to the Press outside the United Nations headquarters in Leopoldville. At the beginning of last week he was extremely critical of U.N. actions in Congo and declared he had broken off relations with U.N. officials. Later, however, he met Mr. Dayal, Mr. Hammarskjold's Special Representative, and General von Horn, the U.N. Military Commander, and was reported to have reached an agreement with them for the withdrawal of his troops from the native quarter of Leopoldville, where they had been running riot. The basic problem in Congo's capital—the rivalry between Colonel Mobutu, President Kasavubu and Mr. Lumumba—did not appear to have been solved. Nor did anyone seem clearer on the question of who was in control in Congo. Colonel Mobutu's soldiers remained round Mr. Lumumba's villa, which was still being protected by U.N. guards, with the intention of arresting him should he come out. In the Katanga Province, Mr. Tshombe, the separatist leader, paraded airborne troops in Elisabethville to counter a display of force by the United Nations troops in that area

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NEWS SUMMARY

Vital political questions in three countries; moves and counter-moves in Cuba; Mao Tse-tung gives a declaration of his beliefs; a coup d'état in Central America

THE UNITED STATES

Next Tuesday (November 8) the voters of the U.S.A. will answer the question of who is to be their next president. Both presidential candidates entered the last few days before the elections with apparently undiminished vigour. Despite the seeming similarity of the attitudes of Mr. Kennedy and Mr. Nixon on many points, there are basic differences in their political programmes. (Both had notably liberal platforms set up for them by their respective Conventions—Mr. Kennedy obtained his by choice; Mr. Nixon by pressure from Governor Rockefeller, of New York.)

(1) Internal economy. Mr. Kennedy repeatedly warned that the U.S. was faced with another imminent recession. His measures to counteract this are expansionist—increased public works and expenditure, financed not by increased taxation but by a healthier economy. Mr. Nixon has argued that this policy would lead to inflation.

(2) Foreign policy. Mr. Nixon has propounded a more aggressive version of the Eisenhower line of defence of all positions taken up by the U.S. (He said that the U.S. would not give up one inch of free soil.) Mr. Kennedy has attacked the Eisenhower administration for failing to understand the position of Latin America, particularly Cuba. He has called for increased aid to underdeveloped countries.

(3) U.S. prestige abroad. Mr. Kennedy has charged that the last administration suffered major losses of prestige abroad in recent months. Mr. Nixon claimed that American prestige was at "an all-time high." The influential *New York Times*, supporting the Democrats, published a confidential U.S. Information Agency survey, the findings of which favoured Mr. Kennedy's assertions.

(4) Civil rights. Both candidates have devoted considerable attention to the problem of giving the Negroes equal rights. Mr. Kennedy by doing so has lost some support in the formerly solid Democratic South.

(5) Farming. Mr. Kennedy has proposed a sweeping programme of controls to guarantee farmers "parity of income" (*i.e.*, a commodity price yielding a return for labour equal to that earned by the same resources used in non-farming employment). Mr. Nixon has rejected this as being unworkable and expensive. He wants less Government controls on the farm.

(6) Education. Mr. Nixon has promised limited federal aid for school construction programmes, Mr. Kennedy generous federal support.

(7) Religion. Last Sunday, October 30, the National Association of Evangelicals launched a national campaign, warning that the election of Mr. Kennedy, a Roman Catholic, would endanger the American idea of the separation of Church and State. Mr. Kennedy has denied that his Roman Catholicism would influence him as President.

GREAT BRITAIN

The Queen was due to open Parliament last Tuesday (November 1) and amid the traditional pomp and panoply read the speech from the Throne outlining the Government's plans for legislation in the forthcoming session. But the great question agitating political circles was expected to be answered two days later (Thursday, November 3) with the announcement of the result of the ballot for the leadership of the Parliamentary Labour Party. Voting papers were sent out to the 255 Labour M.P.s in the middle of last week. By the week-end many of them had publicly declared their allegiance to either Mr. Gaitskell or Mr. Wilson. Few doubted that Mr. Gaitskell would win. The important point would be the size of his majority. On this would depend his chances of leading an effective Opposition in Parliament and his hopes of restoring cohesion to the Labour Party in general.

In the Law Courts in London last week Mr. Randolph Churchill won his action for slander against Mr. Gerald Nabarro, M.P., and was awarded £1,500 damages and costs, which were estimated to total altogether £6,000. Another law case in London attracting great attention was the *Lady Chatterley's Lover* trial at the Old Bailey. In it Penguin Books Ltd. pleaded not guilty to a summons under the Obscene Publications Act of 1959, alleging that they published an obscene book, namely an unexpurgated version of the novel by D. H. Lawrence. The case, which was continuing at the beginning of this week, was of particular interest to lawyers, being the first of its kind under the new Obscene Publications Act.

On his arrival at London Airport, Mr. Andis Soteriades (right), the new Cyprus Ambassador to Britain, walks with Mr. Constantinides, of the Greek Embassy. Mr. Soteriades, a former Eoka (Cyprus Nationalist) leader, said he looked forward to happy Anglo-Cypriot relations

FRANCE

November opened with Frenchmen asking whether there was any hope of halting the ever-increasing tension over Algeria. Last Tuesday (November 2) was the sixth anniversary of the start of the civil war. It was believed Ferhat Abbas, the Algerian Nationalist leader, might make a statement about the offers of military aid to his forces from China and Russia. On November 4, the trial was listed to start in **Paris** of the sixteen men alleged to have been leaders in the Settlers' anti-de Gaulle uprising in Algeria last January. Settlers' associations announced they would pay for the defence. On the following day, President de Gaulle was scheduled to make a nation-wide television broadcast. Moderate opinion hoped he would put forward precise proposals towards a solution in Algeria.

CUBA

In **Havana,** military police detained the U.S. *chargé d'affaires*, Mr. D. Braddock, for some hours, after a bomb explosion in the Cuban capital. The police ignored Mr. Braddock's diplomatic status. Previously, the U.S. ambassador to Cuba had been called back to Washington "for lengthy consultations." Dr. Castro, the Cuban Premier, claimed that invasion was "imminent" and 200,000 militiamen on the island were called to rallying points throughout the island. This move followed the arrival of 1,500 American marines at the U.S. naval base at **Guantanamo** in Cuba, to take "weekend shore leave." In Washington, it was reported that the U.S. State Department had sent warnings to a number of Latin-American countries about possible "liberation expeditions" from Cuba.

The naval base at Guantanamo is the sole important U.S. installation left in Cuba. It controls the approaches to the Panama Canal and the Straits of Panama. Cuba won its independence from Spain at the end of the last century after the Spanish-American war. The United States gave Cuba military assistance. As a result, Washington was granted the right to intervene in Cuban affairs and the lease of the naval base. In 1934, the right to intervene was surrendered but the right on the naval base retained.

COMMUNISM

The annual celebrations of the October Revolution take place in **Moscow** next week. Behind the façade of parades and displays, it is understood that Communist leaders will discuss the Sino-Russian ideological rift. At the end of last month it was not known whether China would be represented in Moscow. However in **Pekin** an article in the newspaper *People's Daily* was taken to indicate unequivocally Mao Tse-tung's attitude towards the dispute. In it the Chinese leader was quoted verbatim as declaring his belief that war is inevitable in the class struggle for the achievement of world Communism. This is in direct contradiction to Mr. Khrushchev's "peaceful co-existence" doctrine (*i.e.*, victory for Communism without war).

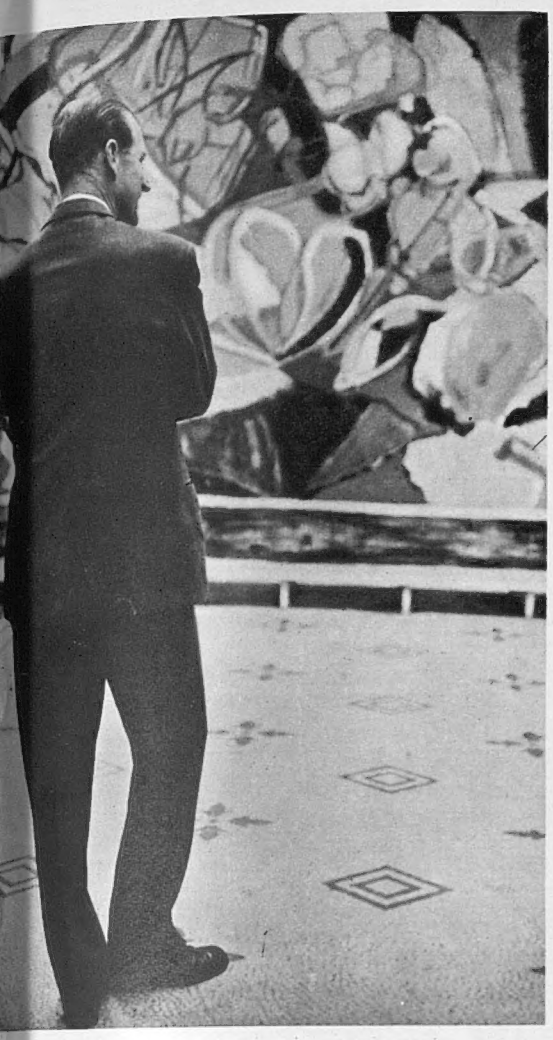
EL SALVADOR

In a military *coup d'état* last week in **San Salvador,** the capital, the President, Señor José Maria Lemus, was deposed. A joint civilian and military junta, led by Colonel Miguel Castillo, took over. Reports from the Central American state indicated that the republic had remained calm and that the ex-President had taken refuge in neighbouring Guatemala. El Salvador had been under martial law for a month following civil disorders. Señor Lemus, who was strongly anti-Communist, claimed the disturbances were Communist inspired. The junta released political prisoners, promised free elections, and said it would work on strictly democratic lines. El Salvador has an area of a little over 8,000 square miles and a population of about 2,500,000. It is one of the most densely populated of Latin-American states.

CONGO

Focus in the Congo imbroglio switched early this week from the struggle for power in Leopoldville and Elisabethville to **South Kasai** Province. There it was reported U.N. units consisting of Ghanaians and Liberians had gone into action against Baluba troops of Mr. Albert Kalonji, the separatist leader of the province. U.N. sources stated that among those captured was a "Captain Robert," the white commander of a Baluba column. He was said to be a "British subject."

THE NEWS IN PICTURES



PRINCE PHILIP VISITS AN ART EXHIBITION

THE QUEEN AT THE ROYAL TANK REGIMENT BALL

The Queen is greeted by a guest at a ball given by the Colonels Commandant and Officers of the Royal Tank Regiment at the Hyde Park Hotel in London. The ball last week followed a ceremony in the morning in the gardens of Buckingham Palace at which the Queen presented Standards and Guidons to detachments of the 1st-5th Royal Tank Regiments, the 40th/41st Royal Tank Regiment (T.A.), the North Somerset Yeomanry/44th Royal Tank Regiment (T.A.), and the Westminster Dragoons. Prince Philip was with the Queen at the ball in the evening

Far left: The Duke of Edinburgh studies the painting, "Day's Work, Day's Rest," by Ivon Hitchens, during his visit to the exhibition, "Mural Art To-day," at the Victoria and Albert Museum. The exhibition, which opened last week, is organised by the Society of Mural Painters, and the works on display are all on loan. The exhibition ends on December 18. Later the same day Prince Philip presided at the annual general meeting of the Central Council of Physical Recreation, in London

DR. WILLIAMS OF TRINIDAD (LEFT) AND MR. BIRD OF ANTIGUA

NEW SECRETARY OF STATE FOR AIR

Mr. Julian Amery, the son-in-law of Mr. Macmillan, last week was appointed to succeed Mr. George Ward, who had resigned, as Secretary of State for Air. This was one of the changes announced in the Government

Far left: The Prime Minister of Trinidad, Dr. Eric Williams, and Mr. V. C. Bird, Chief Minister of Antigua, were among those who arrived in London from the West Indies last week-end. They were to take part in the tripartite discussions with Britain and the U.S., reviewing the 1941 agreement on the four U.S. bases in the West Indies. These are in Antigua, Jamaica, St. Lucia and Trinidad, and were leased by Britain to the U.S.

EMANCIPATED BY FRANCE

Heads of State or Prime Ministers of some of the new independent African States which were formerly French possessions are gathered for a conference in Abidjan, the capital of Ivory Coast. From the left they are: M. Yameogo (Haute Volta); M. Ahidjo (Cameroun); Moktar Ould Daddah (Mauritania); Abbé Fulbert Youlou (Republic of Congo); M. Houphouet Boigny (Ivory Coast); M. Hamani Diori (Niger); M. Leopold Senghor (Senegal); M. Hubert Maga (Dahomey) and Mamadou Dia (Senegal). All these new countries retained close relations with France within the framework of the French Community. Abbé Youlou is the President of the state which was the former French Congo, bordering on the former Belgian Congo, the other Congo Republic which to-day is so torn by violence

Sitting in the front row from left are: Adolf Friederich, Duke of Mecklenburg, who was the last Governor of Togoland when it was a German possession; Mr. Savi de Tove, the President of Parliament of Togo; Herr Erhard, the West German Minister of Economic Affairs; M. Assale, the Prime Minister of Cameroun, and Herr Gerstenmeier, the President of the West German Federal Diet. The ceremony for the start of African–German week took place in the Beethoven Hall in the West German capital. Representatives of many of the new African states attended. The purpose of the week—the first of its kind to be held in West Germany—was to draw attention to the growing importance of Africa and to strengthen the already existing cultural links between West Germany and the African countries through such organisations as the German-African Society. There were also discussions on economic aid from Federal Germany to Africa

THE OPENING OF "AFRICAN–GERMAN" WEEK IN BONN

Thubten Jigme Norbu, the brother of the Dalai Lama of Tibet, attended the inauguration last week of the new home in Sedlescombe, in Sussex, of the Pestalozzi Children's Village. He was there to make arrangements for Tibetan refugee children. Dr. Walter Corti, founder of the world-famous children's village at Trogen, in Switzerland, performed the opening ceremony

THE DALAI LAMA'S BROTHER IN ENGLAND

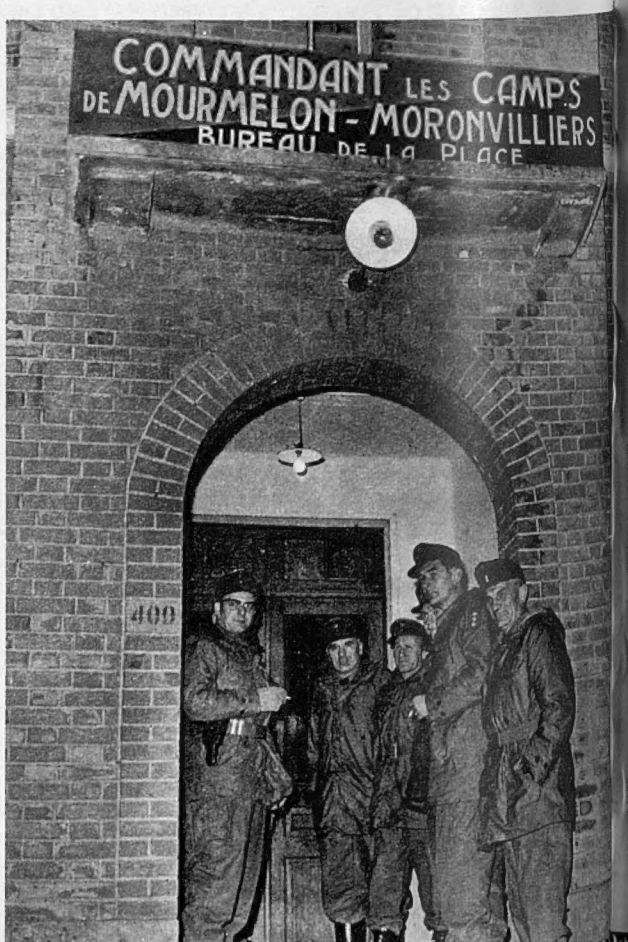
Far right: In London, Crown Prince Moulay Hassan of Morocco is with Lord Home, the Foreign Secretary. The Crown Prince called at the Foreign Office during his short visit to this country last week

THE MOROCCAN CROWN PRINCE IN LONDON

At the R.A.F. Station at Lyneham, Wiltshire, are seated, from left: Lieut.-Colonel Gerhard Kadow and Colonel Helmuth Hauser (both of the West German Air Force); Group Captain I. J. Spencer, Commandant of the R.A.F. station at Benson, and Major Goetz Baumann, West German Air Force. Standing are Wing Commander P. Barber (left), of R.A.F. Transport Command, and Flight-Lieutenant C. Adams. They were starting their investigation into the incident of October 25 when two jet fighters over Germany were reported to have come within 50 ft. of the Comet in which the Queen was returning from Denmark

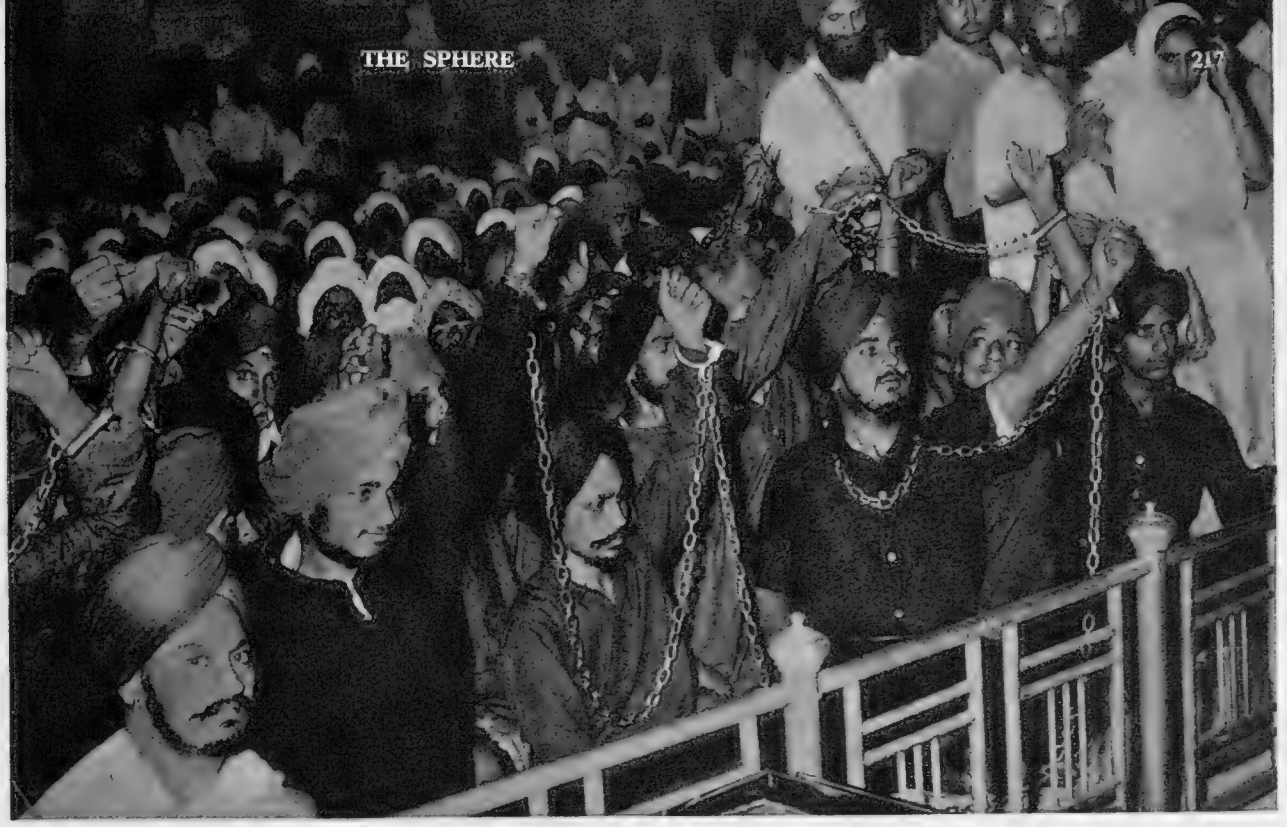
INVESTIGATING THE ROYAL COMET INCIDENT

Far right: At the military camp at Mourmelon, in North-East France, are some of the first detachment of West German troops to arrive there. Mourmelon is one of the French bases at which German troops are training under the agreement reached last week between the Governments in Paris and Bonn



WEST GERMAN TROOPS ARRIVE IN FRANCE

THE NEWS IN PICTURES



In Delhi, Akali demonstrators, dressed in black and having handcuffed themselves together, take a pledge of non-violence before staging a protest march on the Indian Prime Minister's residence. Since the beginning of this year, the Akali Dal movement has been agitating for a Punjabi-speaking Sikh State. The Indian Government has been firmly opposed to any division of the Punjab State and there have been a large number of incidents and arrests of Akali demonstrators in many areas

NON-VIOLENT DEMONSTRATORS IN INDIA

Near Andau, in Austria, only a few yards from the Hungarian border, students from Munich kneel in silent prayer on the fourth anniversary of the Hungarian Revolution. Signs carried by the marchers read " Freedom for All " and " We have not forgotten our brethren behind the Iron Curtain." In Hungary itself the anniversary passed off quietly. As far as could be ascertained no Hungarian has been arrested or charged this year for political crimes connected with the revolution. But there are thousands of people who are still in prison. The recent policy of Mr. Kadar, the Hungarian Communist leader, has been towards consolidating his position with the Hungarian people. He has promoted safeguards against arbitrary arrest by the State Police, more freedom for religious and literary activities, and greater contact with the West. Throughout this year, Mr. Kadar has been in close touch with Mr. Khrushchev. Without Soviet help, Hungary would have been unable to achieve a measure of industrial stability. Without the assistance of Mr. Khrushchev, Mr. Kadar could not have made the position of the Hungarian Communist Party so strong

COMMEMORATING THE FOURTH ANNIVERSARY OF THE HUNGARIAN REVOLUTION

SOUTHERN RHODESIA'S VAGRANCY ACT

In a temporary camp near Salisbury, Southern Rhodesia, Africans show their identity papers, after having been arrested under the new Vagrancy Act. The camp was serving as a detention centre until a rehabilitation camp to house 500 " vagrants " was finished. Under the new Act police are empowered to arrest " spivs, loafers and hoodlums " and hold them up to forty-eight hours to appear before a magistrate on a vagrancy charge. In the first week after the Act came into force, nearly 700 Africans were arrested after police drives in Salisbury, Gwelo, Bulawayo and Fort Victoria. About a third were released after questioning. A European woman was reported to be among those arrested

Flooding in Devon, seen from the air. The Exeter by-pass runs from left to right. The River Exe, which burst its banks, is left, and the Exeter Canal is right

INUNDATED WEST COUNTRY

For the fifth time in a month Devon suffered severe flooding, following prolonged torrential rain. Rainfall within the period was equal to half the county's annual total. Wide stretches of the Devon pastureland were turned into shallow lakes. In last week's weather, many other counties in England were badly affected; at one time fifty main roads in the south were cut. Rivers rose high above their normal level. The worst-hit areas were Devon and Somerset. Nearly 600 homes in Exeter were again swamped and workers were stranded in factories. In Taunton, many streets were under 5 ft. of water. At Bath, in the worst floods since 1947, the Avon overflowed and an estimated £75,000 worth of damage was done. A number of the goldfish in the Roman baths escaped down a Roman culvert into the Avon when the baths were flooded. In most areas of low-lying Devon and Somerset, the flooding has led to demands for prevention schemes. At Lynmouth, the engineering works carried out after the 1952 disaster allowed this year's storm water to escape into the sea. Flooding this autumn has been caused by continual rains at a time when falling leaves and branches have blocked many culverts, drains and watercourses.

Flooding in Somerset. Seven miles to the east of Taunton, the River Tone, which flows through the county town, has burst its banks and flooded the low-lying land

Floods surround the village of Lyng (right background) in Somerset. Lyng is about five miles to the south of Bridgwater

JOHN CONNELL

THE ROUGH ROAD IN AFRICA

Those who think that the path of civilisation in independent Africa is going to be easy and smooth would be well advised to study a " strictly confidential " document, news of which reached England last week. It was a circular letter sent out on September 15 to the presidents of all provincial governments in the Congolese Republic, except that of Katanga, by Mr. Patrice Lumumba.

It assured its recipients that the most efficient and direct way of establishing order throughout the country would be by dictatorship in all its forms, and that terrorism was indispensable for the control of the population. All members of the Opposition were to be arrested; ministers, senators and deputies who " abused their parliamentary immunity " were to be imprisoned and treated ten times more severely than ordinary people. While undistinguished " rebels " were to be given ten lashes twice a day for seven successive days, the dose for ministers, senators and deputies should be twenty in the morning and twenty in the evening. All those arrested were to be subjected to " profound humiliation," stripped in front of their families, paraded through the streets naked, and then locked up in underground prisons for at least a year; and those who survived were to be exiled to " certain foreign countries which have already approved my ideas."

These genial proposals may doubtless be dismissed as the fantasies of a paranoiac who, even as he put them down on paper, was aware that he was powerless to fulfil them. But is there any guarantee that, if he regained the power which was his in July, he would not immediately

In Leopoldville, Mr. Dayal, Mr. Hammarskjold's special representative in the Congolese capital, inspects U.N. troops on the fifteenth anniversary of the U.N. Charter

put his programme into practice? And in many of its details, after all, it differs little from what members of the *Force Publique* appear to regard as an ordinary part of the day's work in the life of a soldier. They had, it will be recalled, quite a field day in Leopoldville on October 24, when the U.N. troops were off the streets attending a ceremonial parade in the Baudouin Stadium in honour of the fifteenth anniversary of the signing of the Charter. While the bugles and pipes played familiar European tunes, like " The Wearin' o' the Green," and the drums beat merrily, a few hundred yards away passengers were being bundled out of buses and made to strip in the open street, on the pretext that they were being searched for arms.

Repeated assurances are given (though what they are based on is difficult to discover) that there will be no repetition of the dreadful events in the Congo when other African nations, especially those for which Britain is at present responsible, attain their independence. But will the transfer of power, which is now the firm aim of the British Government, be effected without violence? It is difficult to believe that the answer can be an immediate and unqualified " yes." The pattern of extremism, and of violence, on all sides, seems to have been established in the struggle for power in Africa.

Mr. Macleod, in the concluding passage of a remarkable speech which he made at the Conservative Party Conference at Scarborough, spoke with vehemence and deep sincerity of the duty, as he sees it, which lies upon the British Government to fulfil the political aspirations of subject peoples. Recalling a greater speech by a greater statesman, just over twenty years ago, he offered toil, tears and sweat in the process of the transfer of power. I thought, as I listened, that the weeping and the labour would not be the experience of those of us who sat in the hall, but of men and women—many of them our kinsfolk and our friends—far away in Africa, whose hopes and fears we were so calmly discussing. Bloodshed, Mr. Macleod hoped, would be avoided; but he candidly conceded that it might not be possible to escape it.

It certainly did not prove possible in the Congo; and the Congo's nightmare is clearly a most sombre warning. But is it a warning which is being heeded? There is a disquieting streak of complacency in too many British references to the smooth and happy way in which Nigeria has attained full sovereign status as a member of the Commonwealth. " Look at us," seems to be the conventional " establishment " view here in Britain. " Aren't we wonderful? Look how well we've done it, compared with the foolish Belgians in the Congo, the stubborn Dutch in Indonesia, the wicked French in Algeria. How virtuous we are, and how successful! "

It was all very well for Mr. Macleod to quote, as he did with great emotional effect, the splendid words of a Nigerian statesman about his fellow-countrymen's experience of the British, " first as masters, then as leaders, then as partners—and always as friends." It is extremely doubtful whether these generous sentiments are shared by Mr. Tom Mboya of Kenya or Dr. Hastings Banda of Nyasaland. They live in multi-racial societies, in which for many years all political power has been concentrated in the hands of one race; they wish to seize it out of those hands, which they regard as alien, and hold it firmly and in perpetuity in their own. It is in my view a dangerous illusion to pretend that so drastic and so swift a revolution can be accomplished without violence, and without a considerable degree of resistance on the part of those who are being ousted from the seats of power.

To what lengths that resistance will go has already been seen in South Africa. The Afrikaners' tragic ferocity has its roots in fear, of course, and a curious and persistent isolation, of mind and spirit, from the rest of the world. Any conversation on race with Afrikaners—and with many English-speaking South Africans, too—begins and ends with the words, " You simply do not understand." Many take a perverse pride in being misunderstood; but it seldom occurs to any of them that they grossly misunderstand other people. No Afrikaner Nationalist appears able to realise that the result of the referendum, on whether or not his country should become a Republic, was a deep affront to other member-States of the Commonwealth, such as Canada, Australia and New Zealand, which have a profound attachment to the Crown. No Afrikaner Nationalist can ever comprehend why *apartheid* is thought to be morally repulsive and degrading by millions, of all races and creeds, throughout the Commonwealth. How far we in the United Kingdom—or, for that matter, in any other Commonwealth country—can influence the course of events in South Africa is extremely dubious. Fear and violence are so interwoven and so dominant in every aspect of South African life that an explosion is, in the end, inevitable—even if it is postponed for years by ruthless repression.

Fear is at work in the Federation, too, and violence is disagreeably near. Ordinarily level-headed and experienced people are talking in terms of months now, not years, before the outbreak. There can be no doubt of the alarm and anger caused amongst the great majority of the white population by the Monckton Report, statesmanlike document though it is. By the time this essay of mine is in print Parliament here in London will have discussed the Report; and we shall all know the answers to one or two important questions, the most important of which is whether or not Mr. Macmillan gave Sir Roy Welensky an absolute assurance that secession was not in the Monckton Commission's terms of reference. Sir Roy himself is indignant, and is very outspoken about his indignation. " I believe," he said in the Federal Parliament, " that I have been badly let down and put in a false position." And his view of the Report itself, which is obviously representative of European opinion as a whole in the Federation, is that it confers a benediction with one hand and sticks a dagger in the Federation's back with the other. If this seems harsh, it is nothing, believe me, compared with some of the views expressed in letters which I get from Africa.

The British Government's intentions, I am certain, are honourable and courageous. But that is not how they seem to those who, for one reason or another, deeply dread the consequences of their fulfilment. I do not doubt that Mr. Macmillan, Mr. Macleod and Mr. Sandys have thought long and deeply about these fears. " Before we dare take our hands from the tiller of any country we must try to ensure that fear has gone," said Mr. Macleod, " see to it that respect for human rights, including property rights, for an independent judiciary and for an incorruptible public service are deeply entrenched in the Constitution and—more important still—entrenched in the minds of those who will inherit our responsibilities. Only when this is done is our duty done." Utterly impeccable sentiments—but in the desperately short time that is left will there be any chance of fulfilling them?

In the River Severn, near Sharpness, two oil barges, *Arkendale* and *Wastdale*, are locked together. Foreground is part of the badly-damaged railway bridge

The tankers lie on the mud at low tide. Background can be seen the railway bridge

DISASTER ON THE SEVERN

In fog, with visibility only a few yards, a heavy-laden oil barge, on a voyage up the Severn estuary from Avonmouth, struck a pier of the railway bridge above Sharpness. A second barge following collided with the first and both caught fire. The vessels were later stated to be the *Arkendale* (231 tons) and the *Wastdale* (229 tons). Rescue work was made extremely hazardous by the fog and the blazing petrol. At the time of writing, only three of the eight men on board the two vessels were known to have survived. In the disaster a centre span of the railway bridge was destroyed and a mains gas pipe was fractured. It was thought that the two tankers may have missed the entrance to the Berkeley Ship Canal at Sharpness Docks.

On the following day, the blackened remains of the two tankers are still smouldering

New Forest ponies are rounded-up on the Christchurch marshes, in Hampshire, before being taken to the annual Beaulieu sales

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

LORD HAILSHAM HAD SOMETHING. Very bitter was his condemnation, very coloured his imagery, when Lord Hailsham trounced our affluent society, as he sees it (and some others see it). Our affluent society does not even provide an example of a " good time had by *all* " in a *material* sense. Spiritually, it makes nonsense of civilised existence. The gods we worship have feet of clay. The golden calf and the muscular calf take pride of place. Our hero-worship is offered to hollow turnips lit by publicity. It is the age of the common man, and uncommonly small he looks on his pedestal. That our Empire has grown small by degrees and beautifully less may be perhaps chalked up to our credit. But we can demand no credit for our island, as our national character loses one by one the virtues on which it was built. An island of half-men, grovelling for money and basing their individual merits on the publicity given them on account of their money or their frailties or their quite unimportant and ephemeral successes in various forms of recreation. When you have finished reading your Sunday sensational paper or switched off your sports-viewing, you can hardly fail to agree with Lord Hailsham. That we are " two nations " is, of course, still true. There are probably as many whose standards and values remain sane and high as the other sort. But they receive little notice. *They don't make news.* The greater is the tragedy when the fight for circulation kills a responsible newspaper. Those with the largest circulations convincingly suggest that our nation can make no claim to set an example to other older or to younger nations. Now once again Parliament is sitting and everywhere politics are hotting up—in America, in France, no less than in Britain. There should be plenty of news to crowd out trivialities and to satisfy sensation-hunters until Christmas; and if only Parliament and politics could be conducted with the dignity of the judicature, we might still prove the influence of the Mother of Parliaments. But still and always the rock-'n'-roll boys get the headlines.

"LATE NIGHT FINAL." For once the legend was true, when the *Star* was being sold in the streets of London on October 17 without even those journalists who composed it knowing that it was the last-ever issue. As a journalist and a Liberal, I deeply regretted the closing down of the *News Chronicle* and the *Star*, and their merger in the Tory *Daily Mail* and *Evening News*. All journalists know how bitter and fierce is the competition, how ever-soaring the costs of production, in the newspaper world. The Juggernaut machines must never be idle for a moment, the rise and fall in circulations must be watched from day to day. New features, new attractions, must be invented every week. Such needs do not make for stability or dignity in a daily newspaper. It is hard that the voice of Liberalism, heard for a century, must be stilled just at the moment when its hopes and spirit seemed to have revived, and that its eagles must be surrendered to a rival army. But in Fleet Street the devil takes the hindmost. Loyalty to a newspaper is not unknown in that street. Many of the staff of the *News Chronicle* and *Star* had given the best years of their lives to those papers, rejecting more profitable opportunities, hoping against hope for better times. For them the end was shocking. They received no notice at all. No doubt, their compensations and pensions will be as generous as conditions admit, but the older men will find it hard to start again elsewhere, as journalists or what-you-will. Loss of employment, while still fit for employment, is not compensated by even generous monetary awards. The journalist, faithful for decades to one newspaper, at least expects that he will receive reasonable notification before his services are terminated and that, having given all he had, he will not be abandoned in his old age.

TRADITION-BOUND. If I had still an " expectation of life " of twenty-five years, I should not expect to live to drive on the right of the road in Britain or to reckon by the metrical system. Our island may not be as isolated as it was and it may grow even less isolated quite soon. But still at heart we are a nation of islanders and incredibly adherent to tradition. Our institutions " just growed," and we are still rather proud when they puzzle foreigners or slow us down. We are so fond of traditional ways that we sometimes regard people with new ideas as troublemakers and disturbers of our peace. Court protocol is the highest and most popular example of adherence to tradition. You might think that there could be a variety of ways of entertaining a visiting sovereign to our Court and revealing to him

The cover design for this year's Christmas Number, to be published on November 11, is by Lucien Lowen. Colour pages include Pauline Baynes' interpretation of the Nativity; William McLaren's illustrations of Royal Christmases since the days of the Normans; Geoffrey Fletcher's Victorian party scene and his water-colours of the sites to-day of old London ballads; Victor Coverley-Price's Roses Old and New; and many other pages, including *Trompe L'Oeils* and Dutch still-lifes. In black and white are further illustrated pages; a short story and articles including Rear-Admiral Nicholl's historical survey and personal reminiscences of Christmas Day in the Royal Navy

It is not too early to place your order now if you are to make sure of catching the overseas mails. Orders should be placed with any branch of W. H. Smith, Wymans, John Menzies, or newsagents anywhere. The price of " The Sphere " Christmas Number is 5s., including postage.

A New Forest colt expresses its indignation at being made captive

At the Sales a pony is put under the hammer

our infinite variety. But the pattern and programme never vary: a junior royalty receives at the port; at Victoria Station the Sovereign. The guard inspected, the Royal procession, the laying of the wreath, the visit to the Queen Mother, the Guildhall drive and banquet, the return dinner at the Embassy. When appropriate, the gala opera. What would be the reaction of the Court officials if some smart-alec suggested variations in the menu? What, indeed, the reactions of the man-in-the-street (who perhaps slept on the pavement the wet, cold night before the fun began)? No, no. What always has been, is best and must be. It's all laid down—the red carpet and the permanent way.

"SOUND AND FURY." The B.B.C.'s annual report emphasises for me the infirmity of purpose of mankind and my own in particular. In the early days of Sound broadcasting, I firmly rejected the new medium. It would never woo me of an evening from a close and cosy study of good books and newspapers. In the war it became an absolute necessity, and is now a piece of household furniture as necessary as an armchair. I first experienced TV on a small panel in a street shop-window and dismissed it as a peep-show as trivial as any on a seaside pier. And now it, too, is a household feature. It is fair to say, however, that both these household amenities are very strictly rationed to about one hour's combined use per day. And now the B.B.C. is quite ready and willing to give us a service of colour TV; and the first reaction to that news is that it surely tolls the bell for Sound radio. TV will give us everything. News, views, visual experience of world events on the day they occur; and heaven, too, in lovely natural colours. Second thoughts supply reservations. There are two things about TV that convince me that Sound broadcasting is by no means on its deathbed. First, I am pretty sure that even one hour's *viewing* strains the eyes seriously, which five hours of reading does not do. Second, the increasing fashion for TV interviews with athletes and the man-in-the-street who are totally incapable of expressing themselves intelligibly, even if they have anything worth saying, is becoming intolerably boring and is very hard to avoid. These criticisms suggest a return to Sound broadcasting; *but* Sound broadcasting depends for satisfaction on good reception. Where I live, some of its programmes are very difficult to receive and even its Home and Western programmes are too often blotted out by intolerable humming. I can't see an assured future for Sound broadcasting until tolerable reception of British programmes can be guaranteed to modern sets.

At the newly-completed English Electric House, in the Strand, Lord Nelson of Stafford, chairman of the English Electric Company Limited, shows Lady Nelson the famous 2LO transmitter, which was the original transmitter used for regular broadcasts in this country. Lady Nelson had earlier officially opened the building, which is on the site of the Gaiety Theatre

ACTORS' SALARIES. The constellations and stars of theatreland are one thing: the rank-and-file of actors quite another. Even when Sheridan was young, the leading actors and actresses earned salaries or profits approximating in value to the big money of to-day, *while they were employed.* The runs of their new plays were, of course, infinitely shorter. In the West End to-day, apart from the big half-dozen, leading players receive on an average £150 a week while playing. When they are on to a good thing (a long run), they often opt instead for a percentage of the takings and may earn twice as much that way. It is said that Rex Harrison's earnings during his run in *My Fair Lady* rose to £1,500 a week at Drury Lane. All things considered, the new contracts agreed by the Stratford Memorial Theatre and their players must seem reasonably satisfactory and suggest steady business and reasonable "equity." These salaries (apart from special stars) range from £15 a week to £60. *But* they carry many valuable additional assets. Notably security: three years' certainty of employment, holidays with pay (up to a fortnight) and the permission to take outside work, in films, TV, etc., when not required to act or rehearse. (But if they do so, the guaranteed salary ends *pro tem.*) I should judge that this new deal must be regarded by the juniors in the casts as a great improvement on anything they, or a generation of juniors before their time, have experienced. I am always astonished by the salaries which the middle-cut in nearly all professions and in industry claim, and receive. I well know that a £1,000-a-year to-day doesn't go far, but it still seems to me quite a good salary for a youngster and beginner. But, of course, when I was twenty-three, I thought £250 a year by no means to be despised.

THE OLD STAGER

PUBLIC SCHOOLS SPORT

The Rugby football match between Harrow and Rugby will be recorded in next week's issue of *The Sphere*. This will be the first of a weekly series to run through the schools football season.

On location on the Ivory Coast, in West Africa, Juliette Greco, the star of Darryl Zanuck's new comedy, traces a pattern in the sand

ENTERTAINMENT

THE BIG GAMBLE

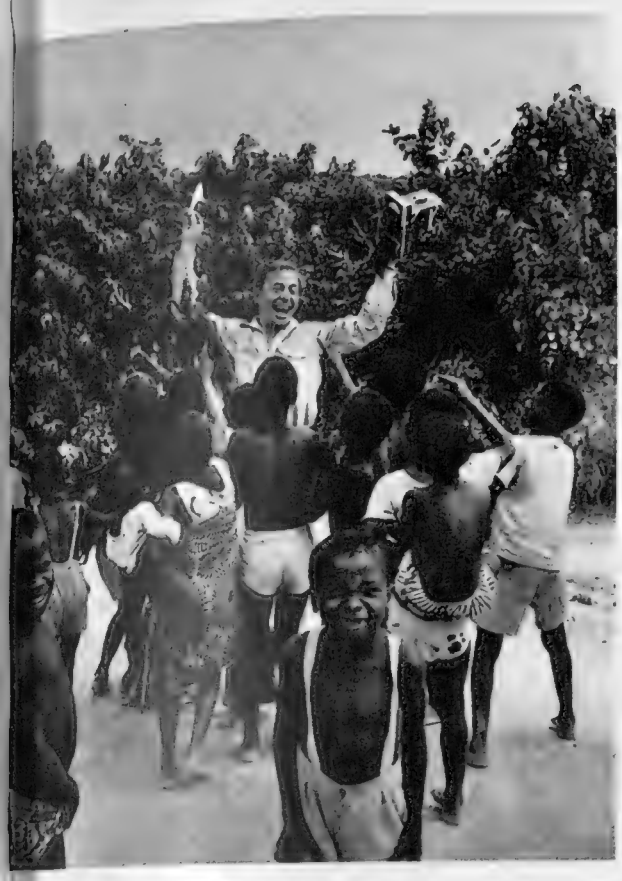
There is an increasing tendency in the film industry to make pictures on location. To-day film stars frequently travel to strange places instead of acting their roles in the studio. Partly this trend is due to improvements in equipment and partly to the restless search for novelty and authenticity. Darryl Zanuck's latest film, produced for Twentieth-Century-Fox, has been shot on location in Dublin, the Ivory Coast and in the south of France. Now being completed in England, it should be seen in the West End at the end of the year. *The Big Gamble*, made in CinemaScope and colour, has a script by Irwin Shaw. A romantic comedy, it is directed by Richard Fleischer.

The story concerns a young, just-married couple, who plan to make a fortune in the haulage business on the Ivory Coast. She is a Corsican girl, played by Juliette Greco, and he is an ex-sailor, called Vic Brennan (Stephen Boyd). To get the money to start the business, they go to Dublin to see Vic's family, which is ruled by Aunt Cathleen (Sybil Thorndike). In the Dublin sequences, a number of well-known Irish actors took part. Eventually the family agree, on the condition that they are accompanied by Cousin Samuel (David Wayne). From Dublin the scene moves to West Africa. The ill-assorted party land at Labuti, by means of a crane and native rafts. After various difficulties, they set out in their lorry through the thick jungle and featureless plains into the interior. There is an encounter with a villain, played by Gregory Ratoff, and several disasters, before they reach their destination. In fact, for various technical reasons, several sequences on the journey were filmed in the south of France.

The producer, Darryl Zanuck

Filming the stars' arrival by crane on the Ivory Coast

Juliette Greco and Stephen Boyd visit a settlement near Abidjan



David Wayne with young inhabitants of the Ivory Coast

On location in Dublin. Centre is Dame Sybil Thorndike, and extreme right, Harold Goldblatt

Juliette Greco and J. G. Devlin

In a hotel on the Ivory Coast, Stephen Boyd, Juliette Greco and David Wayne play billiards

An early scene from the film—Juliette Greco arrives by boat in Dublin

The star on horseback

THE VOICE OF THE COMMON

The Canadian High Commissioner (left) and Commodore A. G. Boulton, R.C.N., look at the new stained-glass windows in the Church of St. Ambrose, Gosport. (See below)

GREAT BRITAIN

The High Commissioner for Canada in the United Kingdom, the Hon. G. A. Drew, last week unveiled two stained-glass windows, to be called "Canadian Windows," in the Church of St. Ambrose, which is the church of the Royal Naval Submarine Depot, H.M.S. *Dolphin*, at Gosport, Hampshire, The ceremony was in commemoration of the close connections between the submarine men of the Royal Navy and Royal Canadian Navy.

Since 1947, the Royal Navy has provided submarines to the Royal Canadian Navy for training purposes. A condition of the current agreement for the three submarines now in Halifax, is that the Royal Canadian Navy furnish 10 officers and 168 men to the Royal Navy Submarine Service. Some of these Canadians are employed in the squadron at Halifax, but a much greater number is employed in submarines based on the United Kingdom. At present approximately ninety officers and men are attached to H.M.S. *Dolphin*, while sixty are employed elsewhere in submarines in the United Kingdom. All Canadians undergo their initial submarine training in H.M.S. *Dolphin*, which is the headquarters of the Flag Officer Submarines, and it is estimated that 750 have passed through this establishment in the past ten years.

Some two years ago, consideration was being given to the purchase of four large and three small windows for the entrance end of the *Dolphin* Church which is used by all religious denominations. At that time it was suggested unofficially by a Canadian chief petty officer that it would be a good thing if the Canadians in England donated the two stained-glass windows required on the right side of the church doorway, in recognition of the close association the Royal Canadian Navy had with H.M.S. *Dolphin*. Donations towards the cost of these windows were made by the Men's Club of H.M.C.S. *Niobe*.

The four windows flanking the door depict the four Evangelists: SS. Matthew, Mark, Luke and John. Those on the right of the door are Canadian windows, incorporating the Maple Leaf, Canadian Coat-of-Arms, Surfaced Submarine and Dolphins. Those on the left of the door are Royal Navy windows, incorporating the Rose, Thistle, Leek and Shamrock, Naval Badge, Surfaced Submarine and Dolphins. The three small windows above the door depict, in very rich colour, Our Lord on the Cross and Our Lady and St. John one on either side.

An exhibition illustrating the practice of painting in Ceylon from the fifth century to the present day can be seen at the South London Art Gallery, in the Peckham Road, in South-East London, until November 19. Entitled "Ceylon: A Painters' Country," it is sponsored by the Camberwell Borough Council, the Arts Council of Ceylon and the Ceylonese Ministry of Cultural Affairs, and is organised by William Graham and Ranjit Fernando. The High Commissioner for Ceylon, Mr. G. de Soyza, opened the exhibition last week. The exhibits cover the great range of styles throughout the centuries, and among the modern paintings are some by children. The catalogue has a preface by Sir Herbert Read giving an appreciation of Ceylon's art.

SOUTH AFRICA

South Africa is the world's major gold-producer and she would naturally stand to benefit substantially from an increase in the world price of the metal. Without, however, adding to recent speculation on this score, it is interesting to note the significance for the Union's international trade of her £250,000,000 annual gold production.

Dr. J. E. Holloway, former Secretary of the Union Treasury and later High Commissioner in London, recently dealt with what he termed the country's "exceptional position" in international trade. This was basically the result of the Union importing more than it exported, he pointed out, and of being able to pay the balance either in cash or in gold. A noted economist who has represented the Union at scores of international conferences, Dr. Holloway said this gave the Union a great advantage when trade agreements were negotiated. South Africa was allowed far greater scope than a country having to pay for imports with exports.

Dr. Holloway went on to quote personal experience. As a result of the Union's position, he said, he could state that it was usually the "other" country which had difficulty in offering sufficient reciprocal advantages to the Union in trade agreements. This was specially the case with preferences:

"It is true that should our preferences on the British market disappear, it would be a hard blow for some South African industries. What is of greater importance, however, is that such a blow would be so serious to British industrialists, who would also lose their preferences on the South African market, that they would move heaven and earth to ward off such a danger."

It was against substantial considerations such as these that the economic condition of the Union should be seen. There were disparaging reports about the country which dealt with the colour problem and related boycotts and with the republican issue, but the inherent international trading strength of the country remained. Moreover, the question of preferences was not linked with the republican issue; and a boycotting country had always to pay the price of its act through having to buy more costly, or inferior, goods elsewhere.

"Centuries of experience have taught old trading countries," Dr. Holloway concluded, "that it is never desirable to place unnecessary burdens upon your own industries."

In contrast to England's rain-swept autumn, Australians sun-bathe on Bondi Beach, in Sydney

WEALTH

Commemorating the links between submarine men in the Royal Navy and the Royal Canadian Navy; the significance of South Africa's gold production; Indian tributes to Mr. Malcolm MacDonald; an important anniversary in Pakistan

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

The Indian artist, Miss Y. G. Srimati, stands by one of the paintings in her exhibition at the India Club in London. This was sponsored by the Indian Arts Society

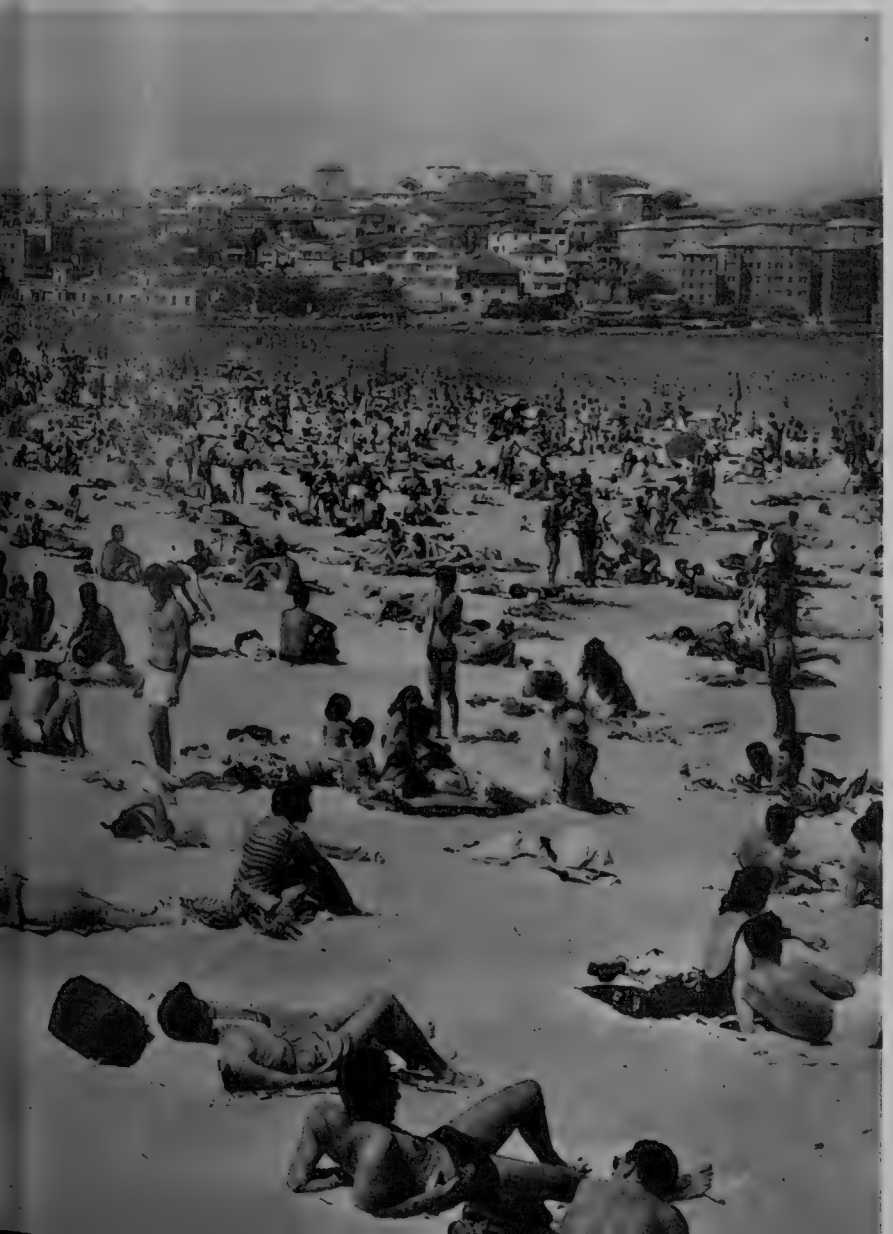
INDIA

When Mr. Malcolm MacDonald left Delhi last month at the end of his five-year term of office as U.K. High Commissioner in India, he boarded the plane with the satisfaction of knowing that the relationship between India and the U.K. had been based on a new, surer foundation during his regime. He also knew that most Indians were aware of this change. Columnists and editorial writers of Delhi newspapers have paid him tributes for his diplomatic finesse: he interpreted India to the U.K. and vice versa in a balanced correct perspective. His was a mission with a purpose. He succeeded admirably. Mr. MacDonald identified himself with India in more ways than one. He did it without ostentation, with a naturalness that was throughout the hallmark of his diplomatic technique.

Present at the airport to bid him farewell were the Secretary-General R. K. Nehru, Commonwealth Secretary M. J. Desai, and other lesser officials of the Ministry of External Affairs. The Government was represented by Dr. P. Subbaroyan, Minister of Communications.

During Mr. MacDonald's term of office a significant chapter in the history of Indo-British relationship has been written. New horizons of cordiality and better understanding have opened out. Mr. MacDonald enjoyed respect not only in Government circles, but in academic and cultural sectors of the Indian community as well. Whenever and wherever he was called upon to address Indian audiences he undertook the job with one end in view and that alone: to infuse in them the consciousness of their great democratic heritage. He succeeded in his objective to a remarkable degree. He also gave a new meaning to India's policy of non-alignment. Unlike many others, he made an effort to understand India's policies in the light of her geographical and historical background and interpreted them courageously to the Western nations. He made neutrality not only look respectable but raised it to a level where it became the only right course for the newly-independent countries to follow.

he picture was taken in mid-October, on the first hot Sunday of the early summer in Sydney



PAKISTAN

Pakistan recently celebrated the second anniversary of the revolution of October 1958. This celebration marked the end of a second year which saw abundant fulfilment of the promise which flowed from the achievements of the first. The implementation of the far-reaching reforms and constructive programmes, like land reforms, refugee rehabilitation, increasing industrial production and improving exports, begun during the first year, continued at full steam during the second. The Commissions appointed to study and make recommendations on a large variety of subjects continued their work.

Alongside of this general stream of activity, the year also produced several distinctive milestones. The Constitution Commission, which was appointed early in the year, soon issued a questionnaire to elicit public opinion on the principal features of the Constitution. Answers to the questionnaire are being studied and, according to the present time-table, a Constitution based on the recommendations of the Commission is expected during the first half of 1961. Elections will follow soon after, restoring a full measure of representative government promised by President Ayub Khan on assuming office.

The year also saw the launching of the second Five-Year Plan, an event of the first magnitude for the economy of the country. This is naturally larger than the first Plan, but considering the total need of the country it is but modest. The Plan aims at revolutionising agriculture, and a 21 per cent. increase in food production, to make the country self-sufficient in food. Also a 50 per cent. increase in large-scale industrial production and a 15 per cent. increase in the production of cottage and small-scale industries are projected. The total cost of the second Five-Year Plan is estimated to be Rs. 19,000,000,000 (£1,425,000,000). Domestic resources should be available to the extent of Rs. 11,000,000,000, but the remaining Rs. 8,000,000,000 will have to come from friendly countries, partly as aid and partly as investment. The success of the Plan will depend on many factors. But the country was never more confident than at present of the Plan being implemented in the most workmanlike fashion. The Bankers' Mission which visited Pakistan early this year had this to say: "In these meetings, we were impressed by the enlightened leadership which the present Government is bringing to bear on the problems of economic policy and development."

Ever since President Ayub Khan came into office, he has pursued a policy towards India boldly different from the policy of all the previous Governments. In fact he broke the vicious circle of constant mutual irritation by making the first friendly gesture and then waiting patiently for time to do the rest. One of the results of his statesmanlike insistence that India and Pakistan have no escape from being friendly to each other, if they conduct themselves rationally, was the signing of the Indus Waters Treaty, which ended an eleven-year-old dispute. This has been hailed the world over as an important landmark in the history of Indo-Pakistan relations. It also raised the hope that the last remaining dispute over Kashmir would be brought nearer solution. But that hope has not been fulfilled. This might have discouraged a person with less faith than President Ayub Khan has in the ability of right to produce circumstances that are irresistible. Accordingly, he remains fully confident, and so does the nation with him, that a solution will come in time, and that it will not come through bitterness.

SHIPS IN TROUBLE

The *Lorenzo Marcello* in New Orleans

Waves pound the wreckage of the fishing-boat *Janet*, caught on the rocks near Sunderland

Both seas and rivers have recently been the scenes of disasters to ships. A gale drove the fishing-boat *Janet* on to the rocks near Sunderland, and waves soon broke up the vessel until only a few broken spars, the engine and the bulkhead remained. On the most northerly point of Ireland, the islet of Innistrahull, the 10,392-ton Greek cargo freighter *Argo Delos* went aground. Bad weather prevented an immediate start on salvage. The captain and crew were taken off by lifeboat and helicopter from the frigate H.M.S. *Leopard*, which had come to the rescue. Later the captain, John Halamantas, decided to return by helicopter to the *Argo Delos* and remain on board alone.

At least nine people were killed and twenty-five injured in a collision between two ships near the delta of the Mississippi River south of New Orleans. The vessels concerned were the cruise ship *Alcoa Corsair* and the Italian freighter *Lorenzo Marcello*. All the casualties were in the former. Although badly damaged, both ships remained afloat and limped into New Orleans. Salvage operations were started last week in the Lower Rhine at Emmerich, West Germany, on the Danish ferry-boat *Tina Scarlet*, which had collided with the Belgian tanker *Diamant*. One woman was drowned in the collision, eight people were gravely injured and fourteen slightly injured in the most serious post-war shipping disaster in West Germany.

Salvage operations in progress on the ferry-boat *Tina Scarlet* on the Rhine

The cargo ship *Argo Delos* aground at Innistrahull, an islet off Northern Ireland

New Street, in Kuwait Town. A black-and-white reproduction of one of the colour photographs in the Adolf Morath exhibition

KUWAIT AND ITS PEOPLE

Recently-built houses are in the modern style

An exhibition in London of photographs by Adolf Morath

Adolf Morath is one of the most distinguished of Britain's photographers, and during recent months his work has become familiar to readers of *The Sphere*. Since 1956 he has made three visits to Kuwait, the small shaikhdom on the north-west corner of the Persian Gulf. Currently in London until November 10 an exhibition of his photographs of the shaikhdom can be seen at the Ceylon Tea Centre in Lower Regent Street. The show is entitled " Kuwait and Its People." All the photographs are in colour. Some of them are reproduced in black and white on these pages.

Mr. Morath has concentrated on displaying the astonishing change which has come to Kuwait as the result of the developments made possible by the discovery of oil. There has been a spectacular transformation in the way of life of the people, who in the course of little more than a decade have been enabled to enjoy many of the amenities of modern life in splendid surroundings. Until the end of the last war the country was so limited in its natural resources that even drinking water had to be imported.

(*Continued on following pages*)

The principal Reception Room in the Palace of the Deputy Ruler of Kuwait

Lunch-time at one of the kindergarten schools

A mosaic globe stands in the grounds of a school

The central courtyard in the State Guest House at Ahmadi

KUWAIT

Photographs by Adolf Morath

(*Continued from previous page*)

A goldsmith at work in Kuwait Town

A Beduin tribesman

Nevertheless, Kuwait has had a long history. Archæological evidence points to it having been established as an important centre for trade with India 5,000 years ago. In the ensuing centuries its geographical position on the trade routes between East and West brought commerce to its coast and the inhabitants were renowned as sailors and boat-builders, particularly in the construction of dhows. Along the shore it was possible to cultivate the land in a small way, but inland there were vast expanses of arid desert. For most of the Kuwaitis life was a hard struggle.

The al Sabah dynasty of rulers ascended the throne in 1756. The present ruler, the eleventh of the dynasty, is Shaikh Sir Abdulla as-Salim al-Sabah. His state is in special treaty relations with Great Britain.

Geological prospecting for oil started in the early '30's. In 1934 the ruler at that time, Shaikh Ahmad, granted a concession jointly to the Gulf Oil Corporation of the U.S.A. and the Anglo-Persian Oil Company of Great Britain, who together formed the Kuwait Oil Company. Some wells were sunk before the war and progress was being made in modernising Kuwait when oil operations had to be suspended during the hostilities. It is from 1946 that the country's rapid evolution really dates.

Oil has brought prosperity to Kuwait. The old town of Kuwait has been converted into a modern city with spacious streets, good shopping facilities and many fine public buildings. Gardens and recreation grounds have been laid out and several beautiful new mosques erected. There is a comprehensive welfare scheme, including a free health service for all and free education for children in schools of the most up-to-date design. Port facilities are being developed and the Kuwaitis no longer have to import their water. Among the public utility projects completed is the largest sea-water distillation plant in the world. It provides 5,000,000 gallons daily.

A rich ... signed carpet is examined among the wares in a shop in Kuwait Town

The Hilaali Mosque at dusk

A night view of the Kuwait Oil Company's refinery at Mina al Ahmadi

BRIAN VESEY-FITZGERALD

THE SOKE OF PETERBOROUGH

Northamptonshire is a long, thin county straggling rather irregularly for more than 70 miles across central England. It has a habit of pushing small salients into the territories of the nine counties which border it, so that often you are not quite sure if you are still in Northamptonshire or not. Although its towns are, for the most part, heavily industrialised, only two are really large. Northampton itself tops the hundred thousand mark and Peterborough has a population of some 60,000. Most of the others still have about them something of the air of market towns, which is fitting for a county which is predominantly agricultural, and one of the most pleasant and quietly beautiful in England.

But Northamptonshire is also a strange county, for, though it occupies an area of more than a thousand square miles, it receives no streams; and I think that it must be the only county in England—well, I am not sure about Rutland—of which this can be said. This does not mean to say that it is not well-watered: it is. From the watershed near Brackley rise the Cherwell, the Ouse, the Leam and the Tow: from the high ground near Naseby rise the Nene, the Welland and the Avon. The Nene, from Fotheringhay to Peterborough, forms the boundary with Huntingdon: the Welland, for more than 50 miles, marks the boundary with Leicestershire, Rutland and Lincolnshire successively. There is any amount of water, but it all flows out of Northamptonshire.

One of the salients, which looks as if it does not belong, is the Soke of Peterborough. The approach by road is very pleasant with its glimpses of the Nene and of thickly-wooded undulating agricultural country, typically Northamptonshire, in fact, but once you get to Peterborough the landscape is characteristic of the Fens. You have the feeling that you ought to be in Cambridgeshire or Lincolnshire. Peterborough, atmospherically, is most definitely a Fen town. This difference is recognised officially, for the Soke of Peterborough is a county within a county: the administration of the Soke is a matter for Peterborough alone, Northampton administering the rest of the county.

But for the advent of the railway, Peterborough would surely have been like Southwell, a small country town with a cathedral. The first railway, a branch line from Northampton, came in 1845 and did not make very much difference: in 1849 the population was still less than 7,000. But railway followed railway and soon Peterborough became the centre of a network with lines running south to London, north to York and Scotland, east into the Fens and west to the industrial Midlands. The railways built houses for their workers—the districts of New England and Spital—and soon the town began to spread farther and farther into the countryside as industries followed the railways.

The building is brick—a not very beautiful yellowish-grey brick at that. The suburb of Fletton is famous for the manufacture of pressed bricks. I must confess that I do not find industrial Peterborough, nineteenth-century Peterborough anyway, very attractive to look at. But there can be no doubt at all that modern Peterborough is prosperous, even by modern Midland standards. It has not followed the pattern of industry elsewhere in Northamptonshire, which has concentrated for the most part on shoes and clothing. Peterborough has a most diversified industry: bricks, diesel engines, generators, canned foods, sugar, bread-making machinery and highly-specialised cameras. You have only to look in the shop-windows, especially those catering for women (always a safe guide to prosperity), to realise that there is plenty of money for the spending in Peterborough.

It is a strange thing, but modern prosperity seems to remove character. Instead, it produces uniformity. Shopfronts are much the same everywhere, one factory looks very much like another. But for its cathedral Peterborough differs scarcely at all from any other prosperous Midland industrial town. It is in the cathedral and its precincts that you get a hint of a Peterborough that has vanished. Here there is atmosphere, character; a little island of it in the midst of the bustle and noise.

Near Peterborough Cathedral is this medieval building with two high arches, one with a Georgian window in front

The west front of Peterborough Cathedral is famous (" the finest west front in Europe ") and I suppose that I shall get into trouble with some Peterborough residents for saying that the rest of the cathedral does not live up to it. But every time I go I find myself disappointed with the interior after that peerless west front. It really is peerless: three majestic arches, supported by triangular-shafted piers, wholly detached from the western wall and surmounted by three gables, beautifully enriched with arcading and niches, each pierced by a rose window. Small spired turrets rise gracefully between the gables, and the whole is flanked on either side by square arcaded stair towers, crowned with spires and crocketed pinnacles.

Of the three great arches, the one in the centre is narrower than the other two, and is filled below with a fourteenth-century porch. It is a very fine porch, with some beautiful decorated work, and yet, somehow, it looks rather out of place. And, of course, it is. It was added because something had to be done to strengthen the arches. I have heard the porch severely criticised. Personally, porch included, I find that west front breathtaking.

I find the precincts fascinating, too. Here are the ruins of what I presume was once a monastery, but they have not been left as ruins. The arcading of medieval arches, the fragments of old windows and doorways, have been filled in, built into stone walls of much later date and so converted into dwelling houses. The effect is wholly charming. There is no impression of patchwork, so beautifully has the work been done.

Yet, on this most recent visit, I found few Peterborough people who knew of these precinct buildings and comparatively few who set much store by that west front. I found, too, very little interest in the possible future of Peterborough as the county town of a new county—supposing that the Boundary Commission's proposals for Cambridge, Cambridgeshire and Huntingdon ever come to anything. But this, I suppose, is not altogether surprising: a large number of the residents of modern Peterborough have as yet no real roots in the place and cannot be expected to feel deeply on matters like this. (The population has increased by some 15,000 in the last twenty years.)

But there is one thing which I found interested everyone in Peterborough, old residents and new alike, and that is the progress of the local football club, recently admitted to the Football League and currently near the top of the fourth division. Next year, I was assured, they would be at the top of the third and within five years in the first division. There speaks local pride. If there is one thing that is going to unite the old and the new in Peterborough, it is Peterborough United.

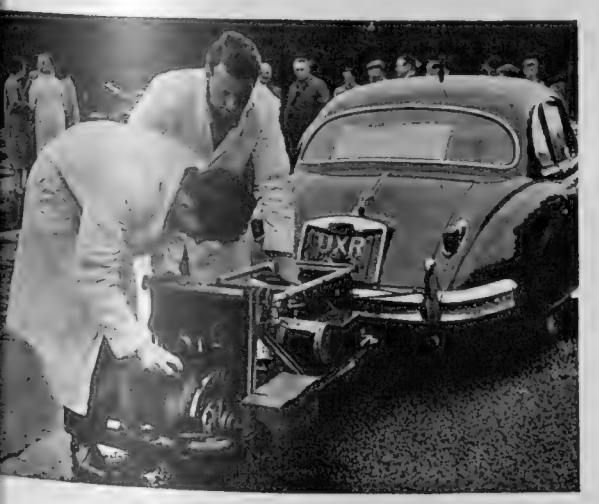
The central area of the new road research track at Crowthorne, in Berkshire. The white curbs can be laid out in different positions to enable various manœuvres to be carried out

NEW CENTRE FOR ROAD RESEARCH

A road research track, three miles in length and shaped like a figure 8, has been constructed at Crowthorne, in Berkshire, for the Road Research Laboratory of the Department of Scientific and Industrial Research. The track has cost some £500,000 and will take the place of research centres which have been operating on disused airfields. The new centre, which by 1964 will house a staff of between 600 and 1,000, contains several different test sections with varying road surfaces. Sir William Glanville, Director of Research, said last week that the objects of the establishment were to find practicable methods of cutting down on road accidents; to save money by working out the most economical ways of building roads; and to save time and money by discovering where to build new roads, and how to improve existing ones to reduce the present traffic congestion.

A Citroen car has a fifth wheel fitted for skid tests

A special apparatus used for speed measurement during braking tests



A trailer for use in high-speed skid tests

The trailer in use, attached to a Jaguar XK 150, on the banked section of the high-speed track

The system of flyovers on the Edsel Ford Expressway, in Detroit, Michigan, can handle 1,000 vehicles a minute

Running through the suburbs of Munich is a 2,500-ft.-long flyover. Loop junctions connect with the old road

Nearly finished is the Stretford-Eccles by-pass, with a flyover over a roundabout (foreground) and the Barton Bridge over the Manchester Ship Canal (background)

PATTERNS OF TRAFFIC ENGINEERING

The need to regulate and relieve traffic congestion has developed into a science of traffic engineering. Not unnaturally, the U.S., with a higher proportion of cars to families than anywhere else, took the lead. But in Britain, and more particularly on the Continent, the roads absorb a large proportion of public and State expenditure. Road engineering may be divided into two sections: routes providing accessibility to regions where they have been lacking; and the relief of congestion in cities. The three systems illustrated on these pages fall into the second category.

In order to construct the vast series of flyovers and slip roads on the Detroit Expressway, a section of downtown Detroit, the size of a small village, was razed. Complicated patterns of traffic engineering may be seen in other parts of the United States. In Los Angeles is a four-level intersection used by 320,000 vehicles a day and claimed as the busiest in the world. So vast are some of these suburban traffic systems that they dominate the cities they were built to serve.

In West Germany, in a country of bustling economic expansion, the autobahnen and federal roads have come in for a great deal of attention. The traffic systems of the major cities are being extended and improved. The elevated roadway in Munich, opened recently by the German Minister of Transport, is carried on fifty-three concrete pillars, high above the old road system.

Due to be open by the beginning of this month is the new Stretford-Eccles by-pass, which crosses the Manchester Ship Canal by a high-level, steel girder bridge. The dual carriageway is built above the level of the canal, enabling motorists to gain panoramas of Lancashire.

BOOKS

THE WAR AT SEA

Memoirs of a French Prince; the South Sea Bubble; big game in India; Nancy Mitford's new novel heads this week's list of fiction

Captain S. W. Roskill, R.N., is the official historian of the war at sea, and his new book is a magnificent record of what he has called the British effort, THE NAVY AT WAR, 1939-1945 (Collins. 30s.). In the compass of a reasonably-sized book of about 450 pages, Captain Roskill has dealt with each of the phases of action, whether in individual exploits such as the Battle of the River Plate or in the continuing actions which lasted throughout the war of protecting convoys across the Atlantic, or to Malta and Murmansk. The outline of the policy and purposes of our own and the Commonwealth navies are lucidly and simply explained; the successes and failures and the resultant lessons are set forth in all fairness. The many photographs are a magnificent illustration of the text.

Antoine Philippe, Duc de Montpensier, was a younger brother of Louis Philippe who, in 1830, became King of France. In spite of his Liberal and indeed Rousseauesque inclinations and the fact that he had fought in the Nationalist forces, Antoine was arrested during the Terror and imprisoned from 1793 to 1796 in an old Marseilles fortress. While there the young man wrote his memoirs which are now translated into English for the first time in PRINCE IN CAPTIVITY (Eyre and Spottiswoode. 30s.), together with letters written by him to a young Scottish lady whose family had befriended him. The Duc de Montpensier died suddenly in 1807 and six years later this lady married Lord James Hay, whose grandson, Malcolm Hay, has edited the young Duc's papers and filled in his story where it was not documented by these.

The story of the South Sea Bubble has been told with considerable verve by Miss Virginia Cowles, who has brought to life the circumstances of this fantastic and ruinous scandal and shown it in its proper relationship not only to the English Government but to France and international affairs. THE GREAT SWINDLE (Collins. 21s.) was perpetrated by the South Sea Company. At the climax of the speculation in their shares their value soared from £1 to £1,000 and fortunes were made, by George I among others, before the inevitable disaster. A fascinating record of scurrility and roguery, and, as I say, vividly written by an accomplished reporter.

THE LONELY TIGER (Faber. 18s.), to change the venue as drastically as possible, is a book of travel and hunting stories by Hugh Allen who, having served in India during the war, went back there afterwards with his sister, bought an estate in a remote region and settled down to farm. He found, however, that in order to do so in such a place, the marauders had to be kept in their place or exterminated, and so his lifelong interest in big-game shooting came into its own. All these tales reflect the author's contentment with the faraway, often dangerous life that he has chosen.

MR. LAURIE LEE is presented with a £1,000 cheque by Dame Peggy Ashcroft in the presentation ceremony of the W. H. Smith and Son Annual Literary Award. The author gained the award for his much-praised book *Cider With Rosie*, chosen by the judges as "the most outstanding contribution to English literature" during the 24 months which ended on December 31, 1959.

DON'T TELL ALFRED (Hamish Hamilton. 15s.) is Miss Nancy Mitford's new novel and, praises be, its elegant Beaton cover encloses yet another story about the Blessing, now grown up; about Fanny, the Bolter's daughter, now diffidently being installed as British Ambassadress in Paris; about Grace, mother of the Blessing and now *plus française que les françaises*, and about the inimitable Uncle Matthew and Davey, greatly in demand as a solver of difficult problems. Fanny copes magnificently with everything, though I have an uneasy feeling she is becoming rather a prig. For the most part the story is hilarious and I loved the witty and knowledgeable discussions of French politics.

Mr. Vincent Cronin's first novel, THE LETTER AFTER Z (Collins. 18s.), is commendably earnest in intention but goes on rather too long. His theme is a young man's search for a mental climate in which his talent can most freely flower. Sent down from Oxford for his intransigent attitude, he moves to Paris (Sorbonne and first mistress); Florence (art galleries and twittering æsthetes); South America (second mistress) and finally the Lebanon (gun-running, third mistress and, eventually, murder). Under the strain of guilt and confused thinking his mind collapses and he dies miserably of mercury poisoning while his girl destroys his last, finest poem. Much of the writing has vitality, drive and freshness, but I couldn't really cotton on to his hero.

And so, briefly but appreciatively, to some other novels of action. THE CROWDED SKY (Heinemann. 16s.) is by Mr. Hank Searls, which means to say that it is about aircraft, deals with a world of great tensions and is

PRESIDENT OF FRANCE

The politics of General de Gaulle's regime

For Charles de Gaulle, that most puzzling of statesmen, his two years and more of office have been deeply, and perhaps rather unexpectedly, frustrating. From the outset in June 1958 he gave France a vitally-needed stability after the political turmoil of the Fourth Republic, a new sense of drive and purpose, and (for good measure) a new currency. But thereafter he ran into difficulties, defied as he was in Algeria in a way that his acknowledged zeal and wisdom could seemingly not overcome. Where next for this commanding figure and his regime, which Mendès-France declared would only be "an episode"? That is the guessing game that is now going on. Alexander Werth, most knowledgeable of commentators on the French scene, sums it up in his book, THE DE GAULLE REVOLUTION (Robert Hale. 30s.). Werth shows us a world in which political freedom has been virtually renounced (ever since the referendum vote of September 1958), but personal freedom survives, as witness the fact that the Frenchman can still buy at his kiosk the Communist *Humanité*, the Fascist *Rivarol*, and the howlingly irreverent *Canard Enchainé*. All that can really be said is that this is a very French story, complete with loves, hates, ambitions, resentments and fears, and the "episode" is by no means over. Our thanks to Alexander Werth for guiding us through the first tortuous instalments. Maybe the real test of de Gaulle's genius is still to come!

Did the author set out to write a book with the end-product in mind, a given twist upon a given theme? That is the doubt which may afflict the reader when he studies THE LOTUS AND THE ROBOT (Hutchinson. 25s.), by Arthur Koestler. The author seeks to discover for himself whether the West can find an answer to her problems "in contemplation of the Eastern Lotus." He reaches the firm conclusion that both India and Japan, at opposite ends of the Asian spectrum, whose centre is occupied by the vastness of China, are spiritually sicker, more estranged from a living faith than the West. On the other hand, Koestler asserts, Europe's self-regenerating power is there for all to see; he started his journey in sackcloth and ashes and came back rather proud to be a European. That is his feeling, and it is most lucidly explained.

Everything about Shell is massive: its capital, its headquarters on London's South Bank, and not least the 676-page biography of its founder, Marcus Samuel, first Viscount Bearsted. Novelist Robert Henriques is the author of this modern epic which takes us from oil prospecting in malaria-infested jungles to the closed circles of high finance. MARCUS SAMUEL (Barrie and Rockliff. 42s.) is a well-balanced biography, and a worthy tribute to one of London's irrepressible East Enders who, with vision and energy, made the Middle and Far East his proud domain.

Douglas Collins' A TEAR FOR SOMALIA (Jarrolds. 21s.) is a story of adventure by a young man who found in the Somalia Gendarmerie a new career, and has fallen head over heels in love with the East African scene. Major Collins writes with humour and enthusiasm as he calls to mind his many adventures.

O RARE HOFFNUNG (Putnam. 25s.) is a memorial anthology to that genius among cartoonists, Gerard Hoffnung, who, before his death at the age of thirty-four, had achieved world-wide recognition with his hilarious renderings in the realm of music. Many friends have contributed to this charming tribute.

The latest addition to the Macdonald Illustrated Library is NATURE (Macdonald. 45s.). Earth, plants and animals, the story of our planet and the life upon it, make an engrossing theme when presented compactly and brilliantly within the space of 350 shrewdly illustrated pages.

D. M. Low has, in 922 pages, succeeded in abridging Gibbons' THE DECLINE AND FALL OF THE ROMAN EMPIRE (Chatto and Windus. 36s.). This is a beautifully bound and printed edition, and if it serves to introduce the highlights of a masterpiece to new readers in a new generation it will have been infinitely worth while.

R. C. E.

immensely exciting. In a crisp American way Mr. Searls unrolls a very tautly-told story.

Mr. Hammond Innes, another author with a built-in thrillometer, has written THE DOOMED OASIS (Collins. 15s.), a story of present-day Arabia, and a Cardiff boy who stows away to the Persian Gulf to find his natural father, a semi-legendary desert figure. The tension here, too, mounts like a fever chart but far more pleasantly. Recommended.

Mr. Geoffrey Cotterell's novel of the South Seas should definitely establish him as a story-teller of the very first class. TIARA TAHITI (Eyre and Spottiswoode. 18s.) is readable from its first to its last word—a rarer circumstance than one might suppose. The dramatic situation—English rivalry and Eastern subtlety, is handled with the greatest authority and exploited to the full.

SEASON OF ADVENTURE (Michael Joseph. 21s.) is Mr. George Lamming's novel about a Caribbean island which has achieved the independence of a republican state and is going through the inevitable pangs of readjustment. Mr. Lamming writes with poetry, force and compassion.

THE PAPERS OF ANDREW MELMOTH (Methuen. 16s.) is by Mr. Hugh Sykes Davies, whose hero makes scientific researches into the lives of rats, pursues them into sewers and one day fails to emerge himself. Creepy and well-presented but not wholly convincing.

THIS SIDE JORDAN (Macmillan. 16s.) is by Margaret Laurence, a young and widely-travelled Canadian writer whose novel is set in Ghana, just before the Gold Coast became the first independent British colony in Africa. It is written with acute perception of social problems and is good and informative reading.

Finally, a word about a very good thriller indeed, BLINDFOLD (Eyre and Spottiswoode. 12s. 6d.), by Lucille Fletcher, whose only other book was that gloriously macabre *Sorry, Wrong Number*. Little but good appears to be her plan for work, and *how* good her new book is!

Vernon Fane

ERA OF WILLIAM IV

The Reform Bill Era, the seven years preceding Victoria, was of considerable domestic importance, quite apart from the Great Measure of 1832. Those years threw wide open the gates of Victorianism and democracy, and called to the throne an old eccentric with no visible qualifications even for the role of " the best of the Hanoverian Kings " and the last sovereign of an old order. It is true that the best of our modern kings were men uneducated for kingship. But both George V and VI were balanced, disciplined men. William IV was mentally unbalanced, stupid, ignorant and hopelessly indiscreet. He was pulled through by innate humility, a kind heart and honest simplicity, and a noble young wife; he floundered through, totally incapable of comprehending the problems which faced him.

Mr. W. Gore Allen in his WILLIAM IV (Cresset Press. 30s.) has, perhaps shrewdly, written an appreciation of an era rather than a biography of a king. As biography it is unbalanced, which is perhaps excusable in the case of one whose prime was spent in a remote wilderness and whose earliest active years were of no importance. Yet his life with Mrs. Jordan and his relations with his numerous bastards receive very little notice and were indeed, biographically, quite important in his life. As biography, also, the book would have benefited by much more careful revision. There are a few serious and a few slighter slips, and one very reckless statement as regards Melbourne and young Victoria, all of which more meticulous revision might have corrected. As a survey of a politically and socially important reign, Mr. Allen's book reveals much careful research, not least on matters of religion, and is written lucidly and trenchantly. As biography, it does not improve on Mr. Fulford's study in *Royal Dukes*.

J. G.

Sepia ink and wash drawing for a drop curtain for the ballet *The Rake's Progress*, 1942

THE WORK OF REX WHISTLER

When he died in 1944, fighting in Normandy as a troop commander in the Guards Armoured Division, Rex Whistler was thirty-nine and had already achieved success in a number of fields—as an artist in murals, oils and water-colour, as a stage designer, and as a book illustrator. *The Work of Rex Whistler* (Batsford. 7 guineas) is an exhaustive pictorial record and catalogue of his work, by Laurence Whistler (the artist's brother) and Ronald Fuller. The illustrations, nine in colour, cover every part of his work and the catalogue has 700 main entries, probably representing over 3,000 paintings and drawings about which information is given. It is a handsome, beautifully-produced volume, a fitting memorial to this artist whose decorative baroque charm perhaps obscured his serious poetic vision.

Left: Illustration to *Gulliver's Travels*. Done in sepia pen and ink in 1930

Conversation Piece at the Daye House. From left are Edith Olivier, Lord David Cecil, Lady Ottoline Morrell and the artist. Water-colour, 1937

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

A. G. Stewart

Mr. Stewart is chairman and general managing director of Stewarts and Lloyds Ltd., the iron, steel and tube manufacturers, whose acquisition of the Staveley Iron and Chemical Co. Ltd. from the Government's Iron and Steel Holding and Realisation Agency was announced recently. He has been photographed on the balcony overlooking Hyde Park of his London office. As chairman, Mr. Stewart spends half his working week in London and the other half at the head office in Glasgow. The Scottish side of the firm began making tubes 100 years ago: it was founded by Andrew Stewart. Born in 1901, Andrew Graham Stewart was educated at Winchester and Cambridge, where he took an engineering degree. (He is known as Graham Stewart. This avoids confusion with his ancestor.) After he joined the company in 1924, Mr. Stewart spent the next seven years learning the practical side of steel and tube making. He was appointed a director in 1931 and a managing director later in the same year. As assistant general managing director in charge of tube and shell production from 1941, Mr. Stewart had much to do with the company's record of producing nearly 100,000,000 shell cases and projectiles. He became chairman and general managing director in 1945. Mr. Stewart is a part-time member of the Iron and Steel Board and a past president of the British Iron and Steel Federation, 1955-6. He spends much of his time travelling on behalf of these organisations and visiting the company's various works. His hobbies are golf and shooting, and he used to be a keen rider to hounds

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

SIGNS OF HOPE FOR THE CINEMA?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

During this year, and for the first time, there seems to have been some faltering in the rapid and steady advance of commercial television in Britain. This is very hard to measure: the people whose business it is to produce statistics of "viewers and viewership" use different methods and offer some slightly contradictory results from time to time. The total number of television sets installed in British homes has gone on rising, though more slowly than a few years ago; and as all new sets can receive both programmes, while the older single-channel ones are gradually going out of use, the potential audience for ITV is still rising a little more than the total number of sets in use. But owners of sets that can receive ITV programmes seem on the average to be using their sets a little less than the average in 1959; and there is also evidence that the commercial programme's share of total television viewing time has fallen from about 72 to about 67 per cent., with the BBC regaining some extra ground, particularly at off-peak hours.

Time is money for the television programme contractor; this summer his price for it has been going up. The main increases in rates have been for advertising at peak hours, when ITV has been more successful in retaining its share of the audience, and here the big advertisers have been ready to pay the higher rates. But these peak hour "spots" are all sold already; it is on the sale of advertising time during off-peak hours that the contractors have recently had to rely to maintain their growth of revenue. Such time has to be sold at a considerable discount compared with peak advertising rates; but it is not necessarily much cheaper to produce good programmes for showing then. The programmes with which the BBC has been regaining popularity at such times of the evening are often those that require continuous organisation and good outside broadcasting facilities rather than pure amusement value, at which ITV generally excels.

This column is concerned with business, not with entertainment value; commercial television is a very big business indeed and of recent years one of the most rapidly expanding businesses in the country. In 1959 its total revenues reached £59,000,000, after only about five years of operations. Nobody could expect the initial rate of expansion to be kept up, since it covered a period when the proportion of houses with television sets was growing rapidly and commercial stations were being opened in a number of new regions. This year, with the increases in price, the revenues are certain to be up again—to perhaps £80,000,000. But signs of maturity, and settling down to a slower rate of growth, now exist—which may offer some glimmerings of hope to a competitor in this field of mechanised visual entertainment that in the last decade has been reeling under the impact of competition from the little screen—the cinema business.

Any glimmerings of hope in the cinema business would be a change. One needs no refinement in the statistics to measure the decline of its fortunes: in 1959 only about half as many admissions to British cinemas were recorded as in 1955, and this year audiences have gone on shrinking. Lord Rank, this summer, said he doubted whether attendances would exceed 500,000,000 this year: in 1946 there were 1,635,000,000. Takings at the box-office have not fallen as much as the number of admissions; the price of a cinema seat has gone up, and over a series of years Entertainments Tax was scaled down, finally being abolished in the 1959 Budget. Many cinema owners, therefore, will have had a better year in terms of final financial return during 1959-60 than for quite a time. But no sensible businessman likes to rely on a bigger margin out of a total revenue that has fallen, say, 40 per cent. over the last five years. The abolition of Entertainments Tax was a moment of truth for the cinema trade; it was left alone with its own customers. Now that the Chancellor no longer gets a share of cinema proceeds, there is nobody else to whom the trade can look. Until now, at least, the former cinema customer has been preferring to do more and more of his looking at screens in the home.

For the small local cinema owner, perhaps, it is possible to reckon this balance between little screens and big in terms of pure competition; nothing has happened yet to check the decline in his own business, but any signs that its triumphant competitor has problems too cannot but be encouraging. Higher up the business scale, one can make no such clear-cut division. The owners of major cinema chains reached the decision, "If you can't beat them, join 'em," at different stages of the battle; but reach it they all did. For Associated British and for Granada, television is now clearly the bigger end of their business, at any rate in terms of profits. The Rank Organisation took longer to admit that the decline of the big screen could not be arrested and that one needed to get into television programme contracting; its share in Southern Television is yielding it healthy profits that will grow, but so far the cinema still outweighs all the other diverse elements in its business. Programme contracting in television is no longer, perhaps, quite the "licence to print money" that it was once called; but it is still yielding pretty big profits to the cinema interests concerned to offset the decline in their older form of mechanised entertainment.

Inside and outside the cinema trade, quite a number of businessmen have toyed with another idea that would combine some of the advantages of both screens—"pay-as-you-view" television. This system, which has been tried out on an experimental scale in the United States and Canada, involves an attachment to the television set which enables an extra channel to be received at will but for payment—either by a "coin-in-the-slot" device or with a record of each "purchase" on a printed invoice that would be paid periodically. For their payment subscribers to the service would be able to receive special programmes not available on the BBC or the normal ITV channels.

Such a system has some obvious theoretical attractions. It would enable shows to be produced on the scale of a major cinema film—costing hundreds of thousands of pounds for say an hour-and-a-half rather than the thousands per half-hour that represent the budget of all but the most exceptional and elaborate BBC or ITV shows. Such expensive shows, which at present television simply cannot afford, could in theory recoup the whole cost of their showing over a few performances on a television network whose viewers paid for particular programmes. And the viewer, if he cared to pay for it, could, incidentally, have the best of visual entertainment at home without advertisements.

The possibility of alternatives to the two kinds of television that we now have is obviously of interest as the Pilkington Committee is considering the whole future of television in Britain. Opinions about the chances that "pay-as-you-view" has of appealing to that committee,

A behind-the-screens view of a rehearsal in the Granada TV Manchester studios

or, if it should, of eventually appealing to the viewer, vary considerably, from hope through friendly scepticism to sheer dislike. (Some ITV enthusiasts regard it as merely an impractical proposal dragged in to blur the choice between public service television and the present kind of commercial service.) It may be significant that the Rank Organisation, which has shown much interest in "pay-as-you-view" for some years, is not represented in the company that was set up last month to promote such a system in Britain; on the other hand, this company may not remain the only one in the field.

The most intriguing question that "pay-as-you-view" would present is whether the public can be induced to pay for something that up to now they have had apparently free. A television set costs as much as perhaps 400 tickets for the cinema; but once one has paid it, one gets an unending flow of entertainment for no more than a tiny amount of electricity and the licence fee once a year. The BBC is financed out of the licence fees. Whether advertising, which pays for commercial television, adds anything to the general cost of goods is a matter of economic controversy, but certainly the housewife notices nothing. If the viewer were offered a particular programme for which he had to pay at the time, the television form of mechanised visual entertainment would be competing on much more direct terms with the cinema or the live theatre; but the new programme one paid for would still be competing with "free" BBC or ITV programmes. Quality, in entertainment or anything else, costs money: but how much of it would the British television viewer care to buy?

At the Piccadilly end of the underpass in Hyde Park, two Italian rigs are being used. This method, introduced for the first time in Britain by Cubitts-Fitzpatrick-Shand, provides support for the sides of the excavation to the underpass and dispenses with noisy pile-driving operations

PROGRESS IN THE PARK

On October 23 a new traffic system came into operation in Hyde Park, which marked the end of the first phase of the London County Council's £5,500,000 improvement scheme for the Park. The major changes in traffic movement, announced by the Commissioner of the Metropolitan Police, are that Park Lane and Hamilton Place become one-way streets for southbound traffic, while northbound traffic uses the East Carriage Road in the Park. At Marble Arch a roundabout system has been introduced, and existing traffic signals have been switched off. At Hyde Park Corner, Apsley Gate (the Decimus Burton Screen) has been closed to traffic, but access to the East Carriage Road is now gained through an unnamed road immediately to the east of the Gate. The work carried out by the contractors for the scheme, the consortium Cubitts-Fitzpatrick-Shand, includes the construction of new roads forming roundabouts at Marble Arch and Hyde Park Corner; the laying of three miles of new sewers and drains; the building of portions of six pedestrian subways; and the beginning of the approach ramp and tunnel section at the Piccadilly end of the underpass.

The second stage of the £3,000,000 road contract will provide: a temporary viaduct along the South Carriage Road to carry east-west traffic; a new link road to carry traffic from Knightsbridge under the viaduct to the South Carriage Road; the south-eastern arm of the Piccadilly-Constitution Hill-Grosvenor Place roundabout; and the temporary widening of the East Carriage Road to accommodate traffic while permanent road works are carried out. Work is to begin also on the north side of the Knightsbridge approach to the underpass, and the construction of the underpass and subways will continue. This second stage of the scheme is due to be completed towards the end of 1962.

Left: Excavation work is being carried out at the Piccadilly end approach to the underpass

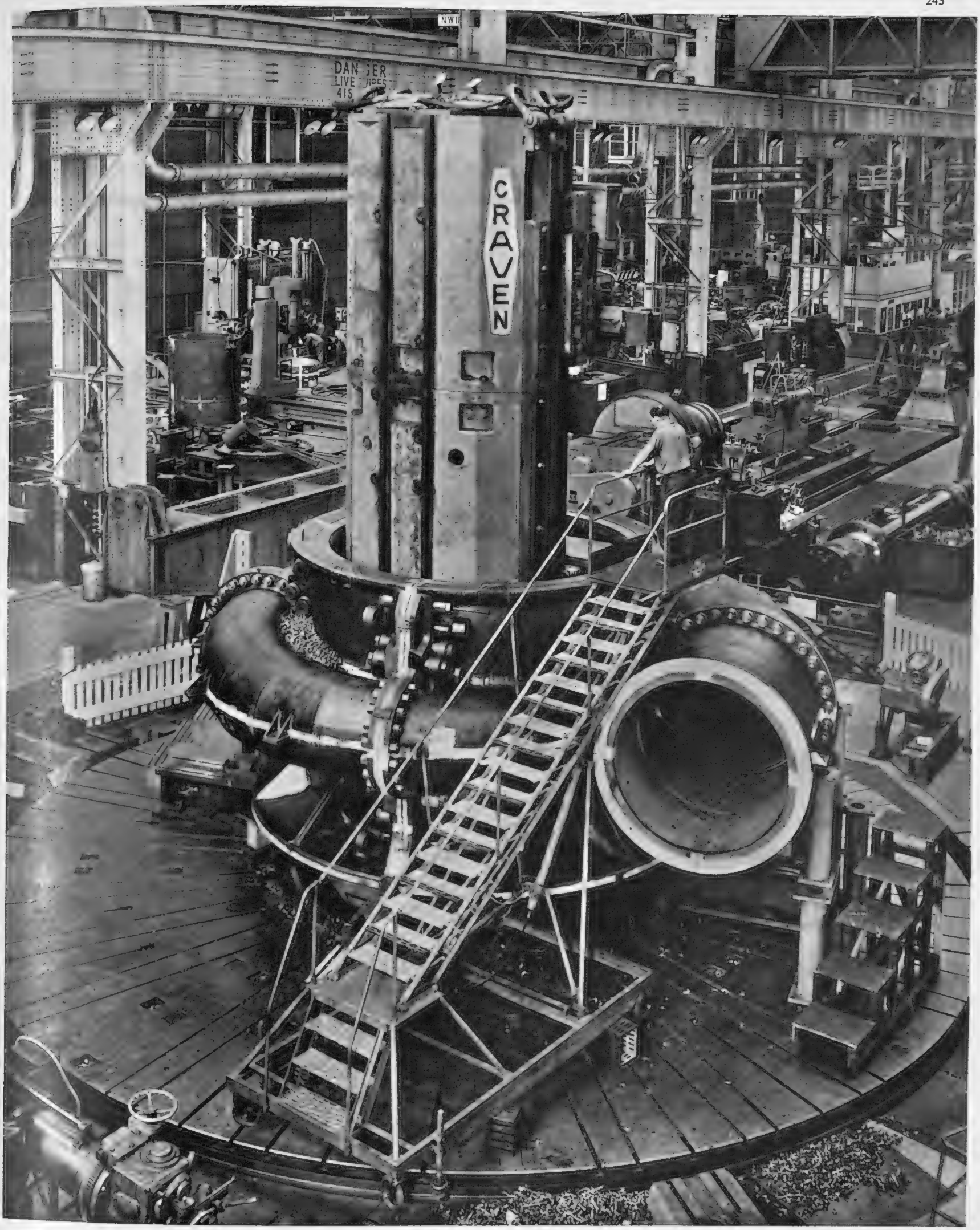
An aerial view of Hyde Park Corner, showing the new traffic arrangements, and the work carried out in the first phase of the development scheme. Top right is Knightsbridge, with the Decimus Burton Screen. Bottom centre is the dual carriageway in the Park and Park Lane, which connects with Piccadilly, top left

Precast concrete units are lowered into place in the central casting yard. The units will save up to four weeks in construction time for each of the fifteen subways to be built. **Right:** Steel grilles are laid on the floor of the underpass at its Piccadilly end

CLEAN CONDITIONING

In the clean conditions shop of the Pipework Engineering Division of Stewarts and Lloyds Ltd., at Tollcross, Glasgow, 424 nuclear reactor control rod standpipes are being manufactured under conditions of scrupulous cleanliness. Designed by the General Electric Co. Ltd., and ordered by the Motherwell Bridge and Engineering Co. Ltd., the standpipes are destined for the Hunterston power station, under construction by the G.E.C. and Simon-Carves Atomic Energy Group for the South of Scotland Electricity Board. The standpipes are the means by which the reactor power level is controlled. It is necessary for all reactor components to be clean since elements in dirt or dust particles could damp down reaction and make the gas stream radioactive. The Tollcross clean conditions shop (with a floor area of 7,000 sq. ft.) is believed to be the largest of its kind. Having received a protective coating to prevent rust, all parts are sealed before leaving the shop.

The internal unit is inserted into the casing of a control rod standpipe being manufactured in Scotland for Hunterston Nuclear Power Station. In the dust-proof, clean conditions shop all operators assembling component engineering parts wear white overalls, caps, gloves and rubber boots



The spiral casing **(above)** and the lower suction cover **(left)** are being manufactured at Netherton, Liverpool, for one of the 110,000-h.p. pumps to be used at Ffestiniog power station

NORTH WALES POWER PLAN

The first major pumped storage scheme (for generating electricity) to be built in the United Kindom is due to become operational at the end of next year. A special power station for the scheme is being constructed at Ffestiniog, in North Wales, and the equipment for the station is being supplied by The English Electric Company Limited. At Ffestiniog water from a reservoir will pass through the station's generators and out into a " pond " at the station. During the day the stored water will be used to drive turbines to generate extra power for peak load demands; and at night, when surplus electric power is available, the water will be pumped from the " pond " up to the reservoir, at a higher level. The storage pumps are to be supplied under a sub-contract by Sulzer Bros. (London) Ltd., in association with Sulzer Bros. Ltd., of Switzerland. All the English Electric work, which includes the provision of four 105,000-h.p. water turbines, governors and valves, as well as the manufacture of the larger pump components, is being carried out at the Netherton Works, 80 miles away at Liverpool.

WINTER SPORTS (I and II)

SHORT GUIDE TO SELECTED RESORTS

By **GORDON COOPER**

On following pages:

Ski-ing in Norway; a calendar of winter sports events; suggestions from travel agents; ski equipment; and lesser-known resorts

The snowfields above Montana, in Switzerland

As I look through the gaily illustrated winter sports brochures of various travel agents the much-used description "ski-paradise" seems applicable to all the ski-ing resorts from which you are expected to make your choice. But there are enormous differences between the 400 or 500 winter sports centres to be found in Europe. There are almost as many differences between the purses, inclinations and aptitudes of the tens of thousands who leave this country for the snows of Europe every winter. Here, then, are some brief notes on the subject.

The first question to ask yourself is, "When am I going?" If possible, avoid the Christmas fortnight which ends on January 6; first, it is not too reliable a time for snow, secondly, most places tend to be overcrowded then. The school classes are mostly too large and you are apt to find long queues at the ski-lift stations. Lastly, days are then at their shortest—especially noticeable in Scandinavian countries. The succeeding weeks in January are generally good for snow, while a tourist slump sets in and there are reduced terms in the hotels, also in the ski-schools and on the ski-lifts.

February brings a second "High Season," but it lessens in popularity towards the end of the month. In most resorts, except those at high elevation, and in Scandinavia, this is the best ski-ing month. But at heights over 5,000 ft. March is an even better month. April and May can be splendid months on the glaciers for experienced skiers. Mere altitude in itself does not bring snow. In some areas, such as Andermatt and Kitzbühel, you are as likely to find good snow at 3,000 ft. as you will in other resorts at 4,000 ft. The farther east you go, the lower the snow will lie—until you actually find it near sea-level when you reach Russia.

Costs, too, play their part in the choice of a resort; but the range is wide, and it is feasible to have a fifteen-day holiday for under £30, exclusive of extras. These can in fashionable resorts increase your expenditure considerably, so if you have to consider the pennies choose a quiet resort where the evening entertainments are unsophisticated—but often thoroughly enjoyable. Finally, anything less than ten days at a resort is not to be recommended, for it takes a week to get your body acclimatised to ski-ing exercise. Help yourself to get into condition by going in for suitable physical training before leaving home. There are several dry ski-schools operating in London and in the Provinces. While their classes can give you a useful lead, it is still essential to get your muscles into trim at home.

AUSTRIA

Next to Switzerland, Austria is a favourite for winter sports with Britons. This is partly due to reasonable prices, but I think the Austrian people play their part, for they believe that life is meant to be enjoyed, and they encourage their guests to think the same way.

Kitzbühel is the best known of Austrian ski resorts, and it is well adapted for every category of skier. This delightful town offers a wide range of *après-ski* pleasures. The season generally lasts from Christmas until the end of March.

Bad Gastein has a similar season, and offers amusements galore, while in addition there are the famous thermal baths. The funicular system is excellent, and there is a good ski-school.

St. Anton is situated just below the Arlberg Pass and offers the celebrated Arlberg ski slopes. It is well supplied with lifts and cable railways and has the senior ski-school in Austria. There is a colourful variety of *après-ski* rendezvous.

Zürs lies above the tree-line and is in the centre of some of the Arlberg's best ski country. Recommended for experienced skiers.

Saalbach would be my first choice for the average skier. It is beautifully situated, well-equipped, and has a cheerful *après-ski* life at reasonable cost.

Winter sports enthusiasts in the streets of Val d'Isère in France

At a bus stop on the road between Schliersee and Spitzingsee, in Bavaria

As far as the eye can see, the snow slopes at Sestrière, in Italy, are patterned with the tracks of skiers

FRANCE

La Clusaz can be reached by bus from Geneva airport, 30 miles away. It is a resort that deserves to be better known to British skiers. The equipment at this picturesquely situated resort is good, and there is a skating rink, and a lively variety of entertainments.

Mêgève has good *piste* ski-ing and a very good, though not cheap, *après-ski* life, including a casino, cinema, etc. There are fifteen lifts, two ice rinks, and a famous ski-school. Some very easy slopes for beginners.

Le Grand Bornand is a fine place for children and family parties; it is 20 miles by road from Annecy. Prices are reasonable, and the local people particularly welcoming. Only ten minutes by bus from La Clusaz. The two lifts are outside the village but served by a bus service.

L'Alpe d'Huez, 40 miles by road from Grenoble, is surrounded by fine ski-ing country; the highest of the nine local ski-lifts reaches a height of 8,800 ft. The area is sunny, open and free of woods. Several medium and small hotels.

GERMANY

Garmisch-Partenkirchen is the largest winter sports resort in Germany. It has a splendid situation, and the variety of ski-ing terrain is excellent. The highest of all is on the Zugspitze, approached by a cog-wheel railway which takes you up inside the mountain to a glacier bowl at a height of 8,690 ft. The resort bristles with cosmopolitan entertainments, and Munich is only two hours away. Nearby **Mittenwald** is a quieter resort, but it is a very pleasant spot.

Oberstdorf holds sway in the Allgäu Alps, and its ski-jump is one of the world's greatest. The 7,300-ft.-high Nebelhorn offers some of the finest and fastest glissades in the region. Then, reached from Oberstdorf, is the Austrian Walsertal, a most lovely valley, with **Hirschegg** (Hotel Ifen) and **Mittelberg** (Alpenkur-hotel) as special recommendations.

Other pleasant winter sports resorts in Bavaria include **Schliersee** and **Tegernsee,** although their proximity to Munich means they both tend to get very crowded at week-ends by excursionist-skiers.

The **Harz Mountains** is a favourite holiday area in Germany, and it offers good winter sports conditions. The sub-Alpine atmosphere, clear air and beauty of the tree-covered hills contrasts strangely with the industrial areas so close at hand. The main resorts are at **Torfaus, Sonnenberg, Bruckberg, Braunlage,** and **St. Andreasburg,** each with its own ski-lifts. While the ski-ing terrain cannot be compared with the Alps, the snow does last until April. There is the attraction of scenic beauty, medieval charm—and low prices.

ITALY

I love going to Italy to ski. I like the Italians, the food they eat and the wine they drink. **Cortina d'Ampezzo,** "Queen of the Dolomites," is the outstanding winter sports resort, with a good ski-school and a wide variety of runs for every standard. There is also a lively, but informal, *après-ski* life. There is a fine skating rink and facilities for curling.

Sestrière, to my mind, is one of the finest ski-ing resorts in Europe. The view over the surrounding mountains is glorious, and because of the day-long sunshine many people come just to sun-bathe. There is ski-ing for everyone; an excellent school, with some of the best nursery slopes.

Breuil lies beneath the Matterhorn (Monte Cervino is its Italian title). The cable car rises in three stages to a height of nearly 11,500 ft., where on the wide, treeless slopes ski-ing is possible all the year. There is a skating rink and one of the best ski-schools in Italy. But you will find a minimum of *après-ski* life. Still, the wonderful air during the day will make you ready for an early bed each evening.

SWITZERLAND

In my opinion, the best of all winter sports lands, and it is certainly the most popular goal for British skiers. With so many resorts from which to choose it is not easy to be selective. Take, therefore, my short list as representing a purely personal opinion.

Gstaad was the centre to which I went last year for my initiation into ski-ing. This picturesquely-situated resort has excellent hotels to suit all purses, including the luxury Gstaad Palace, one of the best hotels in Europe. There are good nursery slopes, a variety of spectator sports and *après-ski* entertainments. I think this place will appeal especially to older people who seek winter sunshine. Other recommended resorts in the Bernese Oberland are **Mürren** and **Adelboden.** Mürren is surely one of the most beautiful spots in all Europe.

Elsewhere in Switzerland I would recommend **Flims** (Grisons), **Crans-Montana** (Valais), **Andermatt, Celerina** (near St. Moritz), **Champéry, Lenk, St. Cergue** (for a Christmas or early-season holiday), **Samedan, Davos** (for its wonderful air), and **Villars** (with the highest sunshine record in Switzerland). If you have never been abroad for winter sports I would advise you to try Switzerland first.

WINTER SPORTS (III)

SKI-ING IN NORWAY

Last year in these pages I described my personal pioneering steps at winter sports in Switzerland, Italy and Austria. Earlier this year I continued my experiences in Norway, and visited several of the resorts. By and large, this Scandinavian country is the cheapest of the principal winter sports countries, especially for those persons living in Northern England and Scotland. Unless you travel through to Bergen or Oslo by air, then you must sail from Newcastle-on-Tyne: by Bergen Line to Bergen, and by Fred Olsen Line to Oslo. I made the outward sea trip to Bergen, returning from Oslo, and I thoroughly enjoyed the comfort and good food on the ships; it was a major factor in the pleasure of my holiday.

Norway provides a type of ski-ing generally rather different from that in the Alps: there is little emphasis on "downhill only" and, except near the bigger centres, few hard-beaten tracks will be found. What the Norwegian enjoys—and so did I—is the long ski tour with alternating uphill and downhill stretches; the countryside generally is very open and much of it above the tree-line. You get a wonderful feeling of space and being on the top of the world. In the main resorts "Weasels" ("Snow-Cats") take skiers to quite distant points, enabling them to make thrilling downhill runs along marked trails.

Impressive scenery at Vatnahalsen, a ski-ing centre on the Bergen/Oslo railway

A CALENDAR OF EVENTS THIS SEASON

AUSTRIA
Kitzbühel—January 22, Hahnenkamm Races.
Bad Gastein—February 4-5, International Silberking.
Seefeld—March 4-5, Grand Prix.

FRANCE
Val d'Isère—January 14-15, National Women's Open Ski Championship Jantzen Cup.
Megève—January 28 and 29, International Downhill and Slalom Event; International Grand Prix.
Chamonix—During February, International Grand Prix.
Megève—Mid-March, Ski: International Town-Dwellers Derby.

GERMANY
Mittenwald—December 25, Christmas Ski Jump Competition.
Garmisch-Partenkirchen—January 1, International Ski-Jumping Contest.
Berchtesgaden—January 14-15, International Toboggan Races.
Oberstdorf—February 23-26, International Ski Flying Week (record 450 ft.).

ITALY
Sestrière—January 28-29, Ski-ing Derby.
Cortina d'Ampezzo—February 19, Cortina Cup.
Sestrière—March 24-26, Tre Funivie Cup.
Etna—April 15-16, International Ski-ing Competitions.

NORWAY
Oslo—January 8, Monolith Ski Race.
Oslo—March 5-12, Holmenkollen Week.

SWITZERLAND
Grindelwald—January 7-8, Criterium Combine Citadin.
Mürren—January 8, Duke of Kent Cup.
Lenzerheide, St. Moritz and Davos—January 6-8, Coppa Grischa.
Grindelwald—January 11-14, Ladies' Ski Race.
Mürren—January 8-11, Lowlanders.
Gstaad—February 26, Montgomery Cup.

Without a doubt, Geilo (2,600 ft.) is the most popular Norwegian winter sports resort. It boasts a good choice in the way of accommodation, including the outstanding Holm's Hotel, where you start the day with the choice of some fifty dishes laid out on a huge table; the food is good and the rooms and service first class. I found the tuition on the nursery slopes to be quite as good as, if not better than, that I experienced in Switzerland or Austria. The slopes, which adjoin Holm's Hotel, are served by a chair-lift which rises 830 ft. and gives one steep and two easy *piste* runs back to the village. There is also a curling rink at Geilo. The only defect of this resort—a defect which affects all Norway—is that the *après-ski* life is not so entertaining or varied as you get in other countries.

West of Geilo, on the Bergen-Oslo railway, there are the winter sports resorts of Ustaoset (small), Finse (the highest), Vatnahalsen, and Mjolfjell. Mjolfjell (2,060 ft.) is famous for its youth hostel, and this resort offers inexpensive ski-ing, although when I was there in February the snow was almost non-existent. There was lots of snow, however, at Finse (4,010 ft.), but here I found myself the sole Briton in its first-class hotel; nor do I think this place is nearly as good as Geilo for beginners. Vatnahalsen (2,790 ft.) has a particularly pleasant hotel; the surrounding scenery is glorious; but I would recommend this resort rather to the skilled skier than to the novice. Ustaoset (3,250 ft.) offers wide open slopes adjacent to the hotel, and there is a "weasel" available to take skiers to the high mountains which surround this centre.

In the other direction from Geilo, the only winter sports resort on the way to Oslo which merits mention is Norefjell (200-4,000 ft.), where there are two lifts with a climb of more than 2,500 ft., providing easy access to many exhilarating slalom and downhill runs. There are many easy slopes for the beginner, as well as fine facilities for ski touring.

If you wish to combine a ski-ing holiday with a visit to a modern city, then go to Oslo. Only half an hour from the centre of the city, in the forest-clad hills to the north, there are many ski trails, offering the best of sport, both to beginners and experts. On Sundays there are often ski-jumping competitions, ice-hockey matches and other sporting events, culminating in the famous Holmenkollen ski-jumping competition, staged early in March every year.

Although hardly known to British skiers, I would like to mention the ideal ski-ing terrain and the beautiful mountain scenery of the Telemark—the "Cradle of Ski-ing." Both Bolkesjo and Morgedal have good hotels, and these resorts are easily reached from Oslo. Northwards from the Norwegian capital is the Gudbrandsdal Valley, through which the main Oslo-Trondheim railway runs. Lillehammer is the chief winter sports resort, The ski-ing grounds are some distance from the town, but are easily reached by bus. The slopes above the town afford excellent ski-ing, and there is a wide choice of hotels. The nearby small centres of Nordseter and Sjusjoen can both be recommended. Ski-lifts are available.

My last port-of-call was Oppdal, where there is an excellent hotel and a curling rink. As in Finse, I was, however, the only British visitor, and as I do not speak Norwegian, this tends to make the evenings dull. This village has a long ski-lift, and the scope for ski-hiking is limitless. There is also a good ski-school. It is a pity Oppdal is not nearer our ports of entry, for the ski-ing here is as good as the moderate downhill runner will find in Norway. Trondheim, by the way, is only an hour away by road or rail, and this northern city is an attractive one for the tourist.

A final tip for those going to Norway: If you are a spirit-drinker buy your requirements on board ship, for local licensing hours in Norway are even stranger than our own, and internal prices are high.

SUMMIT IN SKI-ING

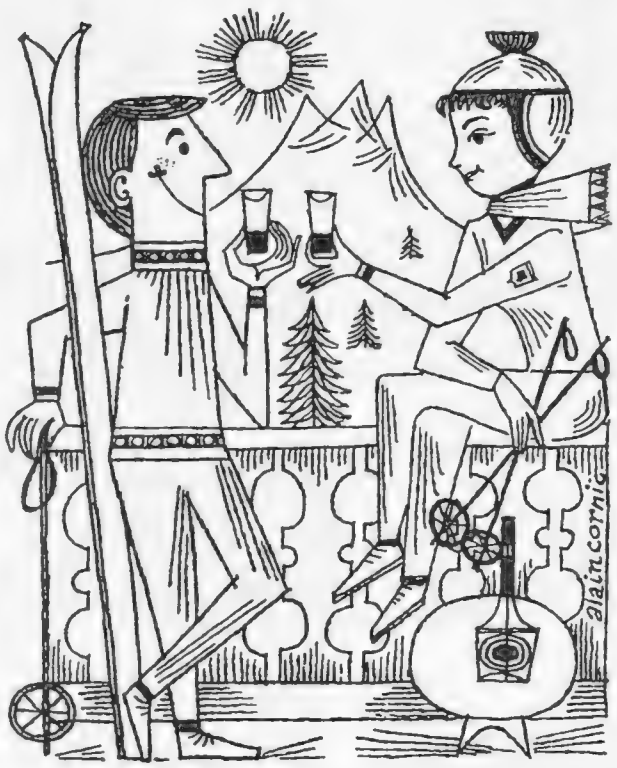
SAVOY

SUMMIT RESORTS

Courchevel (6,070 ft.—8,858 ft.), the resort of Emile Allais—Méribel (5,249 ft. — 8,858 ft.), the sunny valley of 100 runs—Pralognan (4,675 ft.—7,546 ft.), wide choice of runs for beginners and experts—Tignes (6,890 ft.—9,186 ft.), the highest and newest ski-ing centre—Val d'Isère (6,070 ft.—9,350 ft.), called the Queen of the resorts.

MONT BLANC RESORTS

Megève (3,651 ft.—6,421 ft.), the capital of ski-ing — St. Gervais (2,953 ft.—6,168 ft.), specialises in all inclusive holidays — Chamonix (3,445 ft.—12,605 ft.), with the highest téléphérique in the world.



FRENCH KNOW-HOW In winter sports enjoyment tops everything. Begin learning about it now;

Atmosphere in French is Ambiance (gaie)
Sun in French is Soleil (illimité)
Season in French is Saison (Nov.—Mai)
Cooking in French is Cuisine (délicieuse)
Hotel in French is Hôtel (confortable)
Price in French is Prix (économique)
Ski run in French is Piste (admirable)
Ski lift in French is téléski, télécabine, télésiège, téléphérique, télébenne, remonte-pente (total: 201)

Book through your Travel Agent and for descriptive booklet with relief maps, list of 400 hotels with inclusive rates, colourful pamphlets on most individual resorts, write to

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WINTER SPORTS (IV)

OFFERS BY THE TRAVEL AGENTS

It is important when booking for a winter sports holiday to do so through a reliable firm. The names given below can be recommended. You should study not so much the price of a holiday as what the firm offers; that is the important matter of extras. It is not " cheap," for instance, to find that you have to make additional payments for baths and after-dinner coffees, and there is the important item of facilities offered for the use of ski-lifts. Obviously, if you travel out by air the prices quoted will be higher than by train. But if you do choose to go overland you will probably require *couchette* accommodation. Anyhow, it is up to you to make a careful, comparative study of the various brochures.

Cooks. This firm caters for all classes of winter sports enthusiasts. Its 120-page programme lists over a hundred resorts in ten different countries. For the novice, or not-so-expert, there are special " Initiation Parties " at Kandersteg, and " Beginners' Parties " at Mayrhofen. Among this firm's new offers are holidays at Mutters (Austria), Bulken (Norway), and Verbier (Switzerland). Also new is the Sinnes Mountain Lodge at Sirdal, in Norway, where an eleven-day holiday costs from £26, and the important development near Obergurgl, in Austria, of the new Hochgurgl Hotel at an altitude of 7,200 ft., where an eight-day holiday costs from £33 9s., each room having private bath and lavatory.

Apart from the extra services by air, the most important travel facility is the Alpenrose Express, which gives fast and convenient means of travel to the Engadine area of Switzerland, as well as to the ski-ing regions of the Austrian Tirol.

Ingham's. This firm specialises in Austrian travel, but it also covers other countries. Its special recommendation is the delightful village of Saalbach—an ideal choice to meet most tastes. Here you can have a fifteen-day holiday (twelve nights at the resort) from around £30. Two Italian Ingham recommendations are Sestrière, where you can lodge in either of the two circular hotels; and Sauze d'Oulx, which is the most easily reached Piedmont centre, and with ample scope for beginners. Prices are slightly higher than for Austria, but the charges include a pass for unlimited use of ski-lifts and other valuable concessions, such as ski-school. At the same address is the U.K. branch of the Austrian Alpine Club, which is worth enquiring about.

World Sport and Travel Service. This firm offers special facilities for children accompanying their parents on a ski-ing holiday, and it also has a special party for unaccompanied children at St. Cergue, Switzerland, where a thirteen-day holiday costs £36 12s. (under fourteen years of age) and £38 7s. for over this age. This firm also specialises in inexpensive ski-ing holidays in Norway, and in ski tours, with dog team and sleigh, in Nordmarka.

Erna Low Travel Service Ltd. This recommended firm specialises in beginners' economy parties, house parties, family parties, parties for young professional people, and for teenagers' groups and students' parties. It also offers free-lance arrangements. An interesting feature in its current brochure is a selection of resorts for " Comfort Lover's Holidays." These include Gargellen (Austria), Verbier and Mürren—both in Switzerland. New centres this year for skiers are Nauders and Bad Ladis, two villages near Landeck, in Tirol. This firm, incidentally, holds dry ski-ing classes in the West Country (Cheltenham, Bristol and Gloucester).

Travel Counsellors. This firm represents in Britain the Club Mediterranée, which now runs six winter sports " villages." Four of these are in Switzerland, three at Leysin and one at Engelberg, and two are in the French Alps at Serre Chevalier and Tignes. These " villages " are designed to appeal to young holidaymakers and also to family groups.

Lunn's. This experienced firm offers a wide range of holidays in Austria, Italy, Norway and Switzerland. An interesting innovation is transportation by luxury coach from Ostend to Mutters or Lauterbrunnen. An introductory party is being held at Westendorf, in Tirol. I note in this particular instance, that the inclusive price embraces the hire of skis and sticks, ski instruction, ascents by ski-lift, and afternoon tea each day.

Ramblers' Association Services. Hochsolden, Aurach and St. Johann-in-Tirol are the Austrian resorts chosen by this recommended organisation for its winter sports parties; and in Switzerland, the resorts of Adelboden, Melchsee-Frutt and Wildhaus.

Swans. This firm offers winter sports holidays in Austria, Norway and Switzerland. A new service provides a transfer by private car from certain airports to various resorts in Switzerland and Austria.

Hotel Plan. This travel agent offers ski-ing holidays in Switzerland, Austria, Norway and France. One of its special discoveries is San Bernardino, in the Grisons, where a fifteen-day holiday costs only 34½ guineas.

C.I.T. As one would expect, this Italian agency specialises in holidays at resorts in Italy. These include Bardonecchia, Sestrière, Cervinia, Colle Isarco, Predaces val Badia, Ortisei, Cortina, and Selva val Gardena—all excellent spots.

Central Council of Physical Recreation. Though only open to members (ages eighteen to forty for men, eighteen to thirty-five for women), this organisation has expeditions to Switzerland, and to Norway. There is also the Ski Club of Great Britain which carries out ski tests, has club representatives in all the major ski-ing centres, offers air and rail travel concessions, and has special ski accident insurance.

Bergen Line; Fred Olsen Line. These two Norwegian shipping lines offer inexpensive, inclusive ski-ing holidays in Norway for as little as £22 15s. at Mjolfjell (fourteen days) and £23 18s. at Oslo (fourteen days). Bookings should be made through travel agents.

A line of skiers at Hochsolden in Austria

USEFUL ADDRESSES

*Cooks, Berkeley Street, London, W.*1.
Ingham's, 26, *Old Bond Street, W.*1 (also for Austrian Alpine Club).
World Sport and Travel Service, 198, *Sloane Street, S.W.*1.
Erna Low Travel Service Ltd., 47, *Old Brompton Road, S.W.*7.
Travel Counsellors, 139, *Kensington High Street, W.*8.
Lunn's, 36, *Edgware Road, W.*2.
Ramblers' Association Services, 48, *Park Road, N.W.*1.
Swans, 260, *Tottenham Court Road, W.*1.
Hotel Plan, 2, *St. George's Road, S.E.*1.
C.I.T., 10, *Charles II Street, S.W.*1.
Central Council of Physical Recreation, 6, *Bedford Square, W.C.*1.
Ski Club of Great Britain, 118, *Eaton Square, S.W.*1.
Also:
British Schools Sports Association (school parties), 36, *Edgware Road, W.*2.
London Atelier Travel Service (university parties), 19, *London Street, W.*2.
National Union of Students, 3, *Endsleigh Street, W.C.*1.

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Igls	1 week by air	£30. 9s.
Kitzbuhel	15 days by rail	£36.16s.
St. Anton	8 days by rail	£24. 8s.
Seefeld	2 weeks by air	£43.12s.
NORWAY		
Mjolfjell	11 days rail/Stmr	£23. 11s.
Lillehammer	8 days by air	£43.10s.
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WINTER SPORTS (V)

NOTES FOR SKIERS

Ear muffs help to keep out the cold on the slopes above Kitzbühel, in Austria

A ski jacket from Moss Bros. It is reversible and has an attached hood. Price is £7 17s. 6d.

Right: A man's ski jacket from Moss Bros., made in proofed poplin, with a "kangaroo" pocket, costs £8 18s. 6d.

Ordinary winter sports garments include thick woollen socks, mittens, knitted cap, gabardine or windproof trousers; jersey, anorak or windcheater are essentials. I also recommend long underwear—or pyjama trousers can be a substitute. Dark glasses and sun tan cream are essential. For evening wear, lightweight clothing is useful, for the hotels are always well heated. On certain occasions and usually in first-class hotels, dinner jackets are worn. While you can hire such items as anoraks and trousers, I think that for a small extra cost it is better to buy what you require. This applies also to ski-ing boots, and these should be worn before leaving home so as to break them in. The actual skis (also boots usually) can be hired on the spot. This saves the trouble of carting them around. Remember, too, that a pair of snow-boots are almost essential for walking around, for ordinary leather shoes can be dangerous. Recommended winter sports outfitters include:

Lillywhites, 24, *Regent Street, S.W.*1.
*Moss Bros., King Street, Covent Garden, W.C.*2.
Benjamin Edgington, King William House, Eastcheap, E.C.3.
Jackson and Warr, 25, *Bury Place, W.C.*1.
Gordon Lowe, 23, *Brompton Arcade, S.W.*3.
Simpsons of Piccadilly.
Harrods . . . Selfridges.

DRY SKI INSTRUCTION

In London: Dry Ski Classes are run by the following stores and travel agents:
Gordon Lowe, 23, *Brompton Arcade, Knightsbridge, S.W.*3, and *Erna Low Travel Service Ltd.*, 47, *Old Brompton Road, S.W.*7. The two are combined.
World Sport and Travel Service, 198, *Sloane Street, S.W.*1. (The London Winter Sports Centre.)
Harrods (Lotti Smith Ski School), *Knightsbridge*, S.W.1.
Jackson and Warr Ltd., 22, *Bury Place, W.C.*1
*Lillywhites Ltd., Piccadilly Circus, W.*1.
*Moss Bros., King Street, W.C.*2.
Simpsons (Piccadilly) Ltd., 203, *Piccadilly, W.*1.
In London and Provinces:

Central Council of Physical Recreation (C.C.P.R.) in co-operation with the S.C.G.B. For details of programme, application should be made direct to the C.C.P.R., 6, Bedford Square, London, W.C.1. Erna Low has dry ski-ing classes in Cheltenham, Bristol and Gloucester.

LESSER-KNOWN WINTER RESORTS IN EUROPE

British skiers have always been impressed by heights in Switzerland. That is probably why so many have overlooked the possibilities of north-east Switzerland in the canton of St. Gallen, and have passed it by in preference to the more mountainous Grisons and to such well-known resorts as Arosa, Davos, or St. Moritz. Perhaps the view of this countryside from the Zürich-Coire railway is not very impressive, but if you go up to the Obertoggenburg Valley from Buchs you will come to some excellent ski-ing country served by the little-known resorts of Unterwasser, Wildhaus and Alt St. Johann. Snow conditions are nearly always good, for although the altitude is only about 3,000 ft., the slopes are protected because they face north. There are numbers of ski-lifts, and some excellent hotels.

Other little-known Swiss winter sports resorts include Braunwald, in the canton of Glarus; and Verbier, in the Valais, which is a post-war development as a ski centre.

Undiscovered winter sports resorts in Austria are numerous. There are many valleys and many little villages with just one ski-lift. Gaschurn, in the Vorarlberg, is such a place and Berwang, in the Tyrol, another.

In complete contrast and in a most unexpected place, there is Auron, in the Côte d'Azur region, only 60 miles from Nice, on a permanently snow-free road. There are excellent ski slopes, numerous mechanised lifts, and ten hotels, including one most impressive establishment. Alternatively, and also in the same region, Valberg, with three ski-lifts, is a possibility. The nearest winter sports resort to Paris is Le Mont-Dore, in the Massif Central. Better known as a spa to British people, it has developed an interesting winter sports season. There are a ski-school and five mechanical lifts.

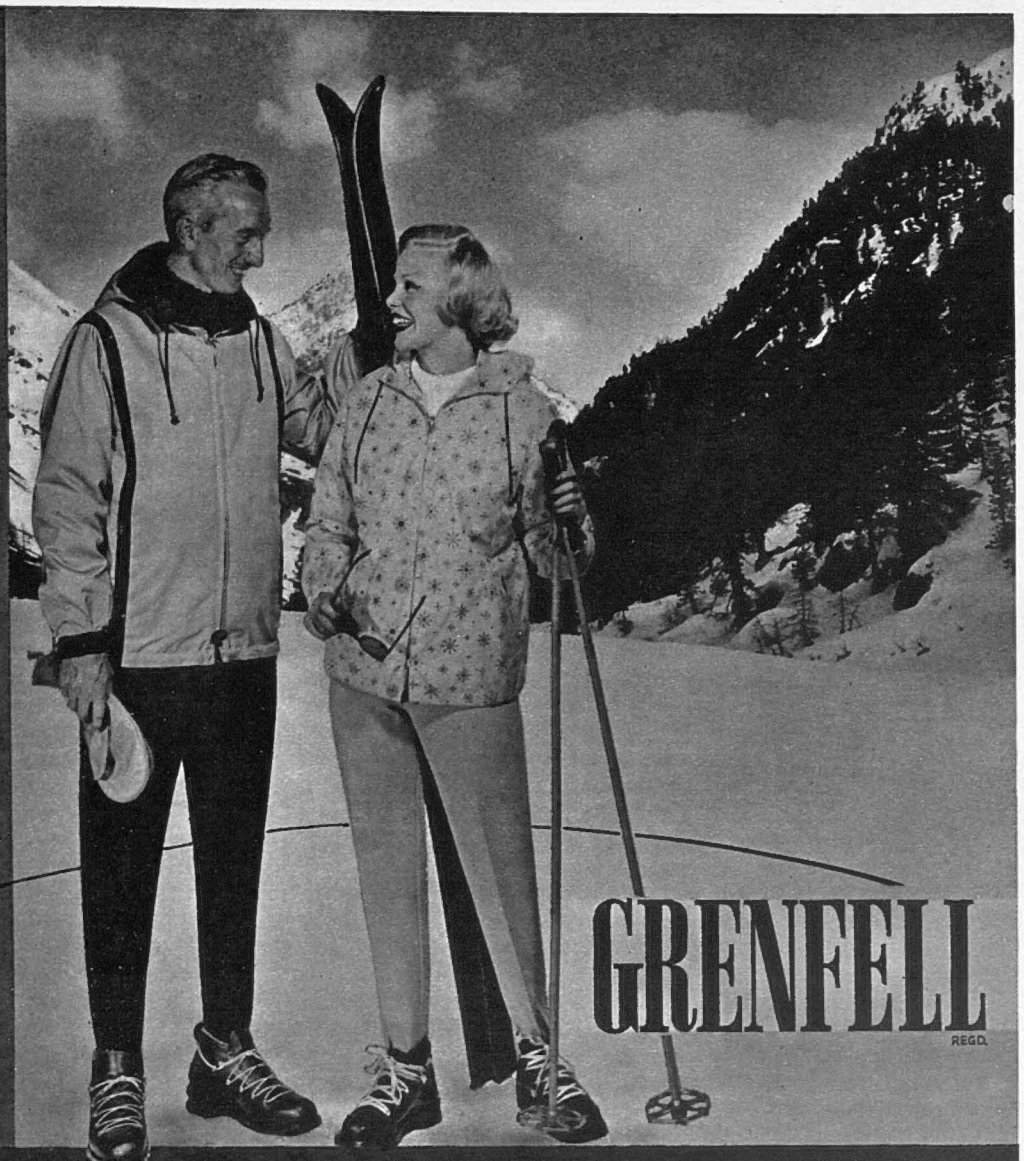
The Pyrenees have also been neglected by winter sports organisers. Barèges, Superbagnères and Font-Romeu are all well-established winter sports resorts with fine hotels, ski-lifts and excellent terrain for all classes of skiers. Even in the island of Corsica you 'll find quite good ski-ing at such places as Asco and Vizzavona. The latter resort has five hotels.

You can ski in Sweden from December until May at centres like Åre, Rättvik, Riksgränsen and Sälen, which, although practically unknown in this country, are leading winter sports resorts.

Although you are unlikely to find any of these resorts featured in travel agents' programmes, the larger companies can always make special arrangements at any of them, including both travel and accommodation. Should you in the meantime want to study the possibilities more closely, get in touch with the national tourist offices, which can provide the detailed information you may want.

W. D. C. C.

Ski-wear by



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MOTORING

A YEAR OF THE M1

By **COURTENAY EDWARDS**

M1, Britain's first motorway, has been open just one year. It has clearly demonstrated the value of twin-track roads, reserved for motor traffic, in cutting the accident rate and in enabling cars and commercial vehicles to move about at a reasonable speed without being slowed or halted every few hundred yards by traffic lights and road congestion. This fine motorway, linking London with the Midlands, should be an inspiration to everyone concerned with road building in Britain.

It did not take the many users of M1 very long to settle down to an intelligent use of the motorway. Police and Ministry officials were agreeably surprised by the lane discipline shown by all but a small minority of drivers. They found that motorists were quite content, in the main, to jog along at a steady 50 or 60 miles an hour.

During the first twelve months of its existence accidents on M1 have been cut by half compared with those which occurred in the previous twelve months on the roads—A5 and A45—formerly used by the traffic on the motorway. There were twenty-one deaths on M1, but that is a third down on the same comparison.

It is not surprising there have been many breakdowns on M1. The estimated total is 14,000 and the A.A. says most of them were due to trouble with wheels and tyres, lack of fuel and oil, and electrical failure. Motorists are rapidly adapting themselves to the need for making sure their cars can stand the strain of the higher sustained speeds on M1, though I suspect that too few of us take the trouble to pump up our tyres before using it. I have heard it suggested there should be enclosures at both ends of M1 through which motorists intending to drive along M1 should have their tyre pressures checked compulsorily. This seems to me a rather drastic step and one which does not seem to have been found necessary in countries like Germany and Italy which have had motor roads longer than Britain.

Not even the most enthusiastic admirer of M1 will pretend the road is perfect yet. Dazzle is something of a problem and the Minister may yet find it necessary to extend his experimental anti-dazzle fences. The "shoulders" fringing the road and intended for emergency use when a vehicle is forced to stop are being widened and strengthened as a result of the experiences of last winter when so many heavy vehicles got bogged down, once with tragic consequences. One wonders why the work of making the hard shoulders really hard has been delayed so long.

Both service areas on M1 are now in partial use. They provide useful facilities for refuelling and taking refreshment of a non-alcoholic kind, but I personally think they should have been made much more attractive. I also think there is need for parking areas every few miles: big lay-bys where cars and trucks could pull off the road if their drivers feel drowsy or wish to stretch their legs. They have them on Italy's fine new Autostrada del Sole between Milan and Bologna—now being extended to Florence and on to Naples—so why not on M1?

It would greatly increase the safety of M1 if advance warning signs, electrically operated, could be fixed to some of the many bridges to let motorists know of danger ahead: fog patches, ice and accidents. A man was run down and killed quite recently when he tried to warn traffic on M1 when the road was blocked by a crash.

Another thing: why not vary the width of the three traffic lanes? All three—slow, middle and fast, are 12 ft. wide at present. It would be an advantage if the slow lane were cut to 10 ft. and the fast lane widened to 14 ft. I hope Mr. Marples really means it when he says future motorways in Britain will all have six traffic lanes. I was under the impression that some of the motor roads now under construction have only four. Experience on the southern spurs of M1 shows quite clearly that four lanes are hopelessly inadequate. It would surely be much cheaper in the long run to construct six lanes when a motorway is first built rather than merely making provision for widening later on.

Briefly. . . Motorists have shown great interest in the announcement by Simms that they have developed a small fuel injection unit suitable in design and price for use as original equipment on small cars instead of carburettors. . . . Also on its way is a new, compact generator, designed by Lucas, which produces alternating current and which has a high output even at idling speeds.

For £69 10s., including tax, a plastic hardtop—by Alexander Engineering—is now available for Hillman Minx, Sunbeam Rapier and Singer Gazelle convertible models. With the hood folded down the hardtop can be fitted over it—and taken off again—in two minutes.

The price in Britain of five 1960 Simca models has been reduced by between £74 and £103, including tax, to clear unsold stocks. The 1961 Simcas have the new Rush engine with five-bearing crankshaft. . . . A record entry of 265 cars, all built before 1905, has been received for to-morrow's veteran car run from London to Brighton, organised by the R.A.C.

Winter sports

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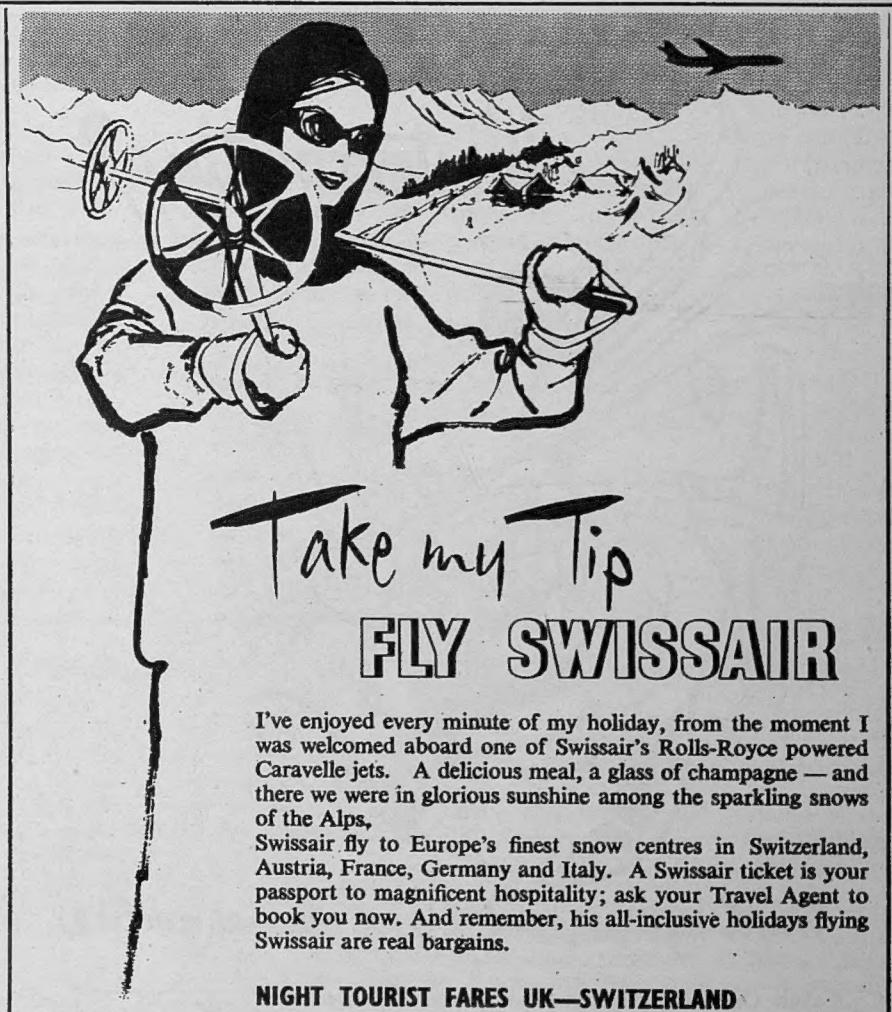

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

I HATE BANGS of whatever nature, but I love a bonfire in my own garden. The sweet scent from the clippings of Macrocarpa, the sizzling of bracken and the dank smell of weeds (whose offspring I shall be on hoeing acquaintance with next year).

My apologies for a prelude so far removed from hotels, but I was reminded that this article will appear on Guy Fawkes Day and though I have an idea I visited one hotel in which he was supposed to have hatched his abortive plot, I cannot recall which.

Throughout Britain, however, there are numerous hotels with historica and literary associations, so on November 5 it might be opportune to turn our thoughts to some of those hotels which are associated with restfulness rather than where history has been related to powder and shot.

Many inns up and down the country have a Dickensian background, often associated with the mythical Pickwick. I have discovered in the course of my travels that Charles Dickens himself chose hotels with a tranquil atmosphere. One of his favourites was *The Bedford* at Brighton and I feel he would be well satisfied if he could but experience the great sense of refinement and comfort that permeates *The Bedford* of to-day. For good food, a selective wine list, courteous service and quiet content, this prominent hotel on Brighton's sea front is outstanding in a double sense.

Part of the present *Pratt's Hotel*, Bath, was once the home of Robert Scott, the uncle of Sir Walter, who resided there in 1777 to receive Spa treatment for a lame foot. No doubt the quiet and level position of *Pratt's* as well as the nearness of the thermal baths contributed to the cure.

So should you be seeking, this coming winter, congenial quarters in a municipality which provides plenty of social activity, bear *Pratt's* or its associated hotel, the *Southbourne*, in mind—lame foot or not !

Tranquillity can be found at the sea, especially if one were to spend the winter in the genial Riviera-like climate of Falmouth, South Cornwall. This was another favourite of Charles Dickens and here, surprisingly enough, with such a marine foreground, Kenneth Graham wrote " The Wind in the Willows." Of recent years, a great deal of money has been spent in bringing the *Greenbank* in tune with modern needs and, overlooking Falmouth's landlocked harbour, it is an hotel which will have a particularly soothing effect on all connected, however remotely, with the sea.

Another quiet seaside hotel is *Gogarth Abbey*, Llandudno, a great favourite on the West Coast for those who seek a winter break or who need to convalesce. Being on the West Shore of the Welsh resort it has a strong literary association in that Charles Dodgson wrote a large part of " Alice in Wonderland " there.

Before leaving the sea coast I want to transport your thoughts to that popular winter resort of Sidmouth. Here is one of the sweetest of quiet hotels, *The Royal Glen*, within sight of the sea, yet sheltered from it. Here in 1819-20, when the hotel was Woolbrook Cottage and occupied by the then Duke and Duchess of Kent, the infant Princess Victoria (later Queen Victoria) came to stay . . . indeed, the Royal bedrooms are available for you who seek quietude combined with a quality note in food and personal service.

Farringford Hotel, Freshwater, Isle of Wight, which I mentioned in this column but recently, was the home of Lord Tennyson, and though I am sorry that the contents of his library have been removed to the Museum at Newport, the atmosphere otherwise has been to a large extent preserved. This hotel, too, is open all the year and would make a splendid base for a winter holiday.

One other hotel that has poetic associations is *Alfoxton Park*, which lies back off the Minehead/Bridgwater road, by the village of Holford. With fifty acres of parkland, and with views stretching across to the Bristol Channel on one side and in the rear the unspoilt Quantocks sloping down to the garden gate, one can well imagine how William Wordsworth loved it when it was his home. If it is closed this winter it is well worth noting for a spring holiday because, apart from the quietude of the locality, Mr. and Mrs. Dick Snell are most knowledgeable on matters that appertain to good food and wine.

Squibs and rockets may disturb the night air in many places this November 5th but I am pretty certain that there are many others where sound of fireworks or the burning of the guy will be completely foreign to the surroundings. I shall be surprised to hear that anyone's slumbers have been disturbed at, for example, *Sandridge Park Hotel*, which stands in spacious grounds a mile or so outside Melksham, Wiltshire. Not that *Sandridge Park* is a dull hotel. On the contrary it has a full licence and Lady Holt Wilson caters for local social occasions which, to hotel residents, can be quite entertaining.

Turning over the pages of my recommended hotels, and again to the sea, I am reminded of that pleasant *Wide Sea Hotel* at Downderry, South Cornwall, with views over the English Channel. For those who are content to enjoy the winter months without reliance on the bright lights of a town, this sunny and well-warmed hotel might suit them, especially as Miss Eliott keeps her terms as moderate as possible.

While I dislike bangs, there are noises I do rejoice in. I thrill at the sound of the hunting horn, even though I have never ridden a horse. I like to hear the sound of church bells coming over plough and meadow, so if I were to choose a winter base I think you would find me in the country and, because I like to hear the arrivals and departures of the locals at the village inn, here is one where I would find quietude blending happily with honest local sociability. It is that delightful old inn of monastic origin, *The Oxenham Arms*, South Zeal. Never heard of it ? Well, it is to be found in Mid-Devon, a mile off the Exeter/Okehampton Road. Fireworks ? I shouldn't expect to hear one, but at Christmas-time I would expect to witness the bursting of the bonds of the faggot fire in the old-world bar.

And writing of Christmas, I have collated a list of hotels which may or may not still have accommodation available by the time these lines appear in print. Some with full festive programme offer Christmas festivities with a bang. Others have no set programme but let there visitors organise themselves, while some are only concerned with putting on the appropriate Christmas fare.

BOURNEMOUTH WEST. BOURNE HALL HOTEL

In key position for sea, shops and shows. Central heating in every room. Private baths, delightful garden, hard tennis court, Billiards, Games Room, Ballroom. Ideal residence with special terms for a long stay. Telephone: Westbourne 63333.

BOURNEMOUTH. CARLTON HOTEL

Patronised by Royalty. Situated on the East Cliff and facing full south enjoying maximum sunshine and sea views. 150 bedrooms and suites. Lifts. Central heating. Excellent garage facilities. A.A.***** Tel.: Bournemouth 22011.

BOURNEMOUTH. LINDEN HALL HOTEL

Admirably equipped for Autumn and Winter holidays, recreational or recuperative. Superb indoor heated swimming pool and squash courts (resident instructors). Bridge, billiards, ballroom, games room, tennis, 120 bedrooms, suites and private bathrooms. Conference Secretaries especially note. Tel.: Bournemouth 33533.

FOLKESTONE, KENT. PRINCES HOTEL

A.A.*** 70 rooms. In the lee of the Leas. Central and sheltered. Attractive residential, holiday or B.B. terms. Fully licensed. Tel.: 2850.

HYTHE, Kent. HOTEL IMPERIAL

eminently suitable for warmth and comfort during the winter. Central heating throughout. Suites and 60 bedrooms, all with private bathrooms. Excellent cuisine and service. Billiards. TV. Lift. On sea front. Own golf course. Tel.: 67441.

LLANDUDNO, N. Wales. ST. GEORGES HOTEL

For a memorable holiday. First on sea front for cuisine and entertainment. Free golf. Ballroom. Cocktail Lounge. Ideal motoring centre. Tel.: 77544.

LONDON, N.W.4. HENDON HALL

First-class, 20 mins. West End. Excellent cuisine, fully licensed. Phone all rooms; suites. Central heating throughout. Putting. Adjoins Golf Club. Sunnyhill 3341.

OTHER DAYS, OTHER WAYS

One hundred and fifty years ago the country gentility visiting London headed for family hotels such as Lothian's, Blake's and Grenier's, situated in Jermyn and other Streets around Piccadilly. To-day, travellers by air, sea, rail and road would be wise—in order to avoid the traffic congestion of the West End—to terminate their journey at

LEICESTER COURT HOTEL
41, Queen's Gate Gdns., S.W.7
KNI. 0512

Half a mile from the West London Air Terminal and one of the eight North Hotels, all within a radius of half a mile and close by bus stops and Underground stations.

Write to-day to Miss A. Honey, M. F. North Ltd., 14, Cromwell Place, S.W.7 (Kensington 1212), for tariff of all the North Hotels and a useful map showing you the location of each hotel and the pleasantest ways to get around, Underground and overground.

LYTHAM, Lancashire. CLIFTON ARMS

Visiting Lancashire—and would appreciate a private bathroom, excellent cuisine and service plus a quiet, healthy sea aspect ? Then this is the hotel to make for. Tel.: Lytham 6245.

SIDMOUTH, Devon. THE BELMONT

First class, fine seafront position. Noted for catering; refined comfort and unostentatious service. Suites. Many bathrooms communicating. Lift. Fully licensed. Tel.: 1555.

SIDMOUTH. VICTORIA HOTEL

R.A.C. and A.A.**** Fully licensed, with excellent cuisine including *à la carte;* bedside radio, dancing and full sporting amenities, this hotel can offer real comfort for your holiday, with reduced winter terms. Tel.: 951.

GRAND TEMPERATURE

Torquay owes its growth to the geniality of its winter climate, so why not come down to The Grand now. You will find a friendly welcome; an hotel proud to be first-class and a room with private bath overlooking Torbay. You can play Golf, Tennis, Squash and Billiards without extra charge and with central heating throughout you will always be warm within.

THE GRAND, TORQUAY

Always a good address whatever the season.

TEL.: 25234.

Your enquiry will have the personal interest of our General Manager.

WEYBRIDGE, SURREY

OATLANDS PARK HOTEL

Stay in warmth and comfort in one of Britain's best-run Country Hotels, only 30 mins. from London's West End. Sporting golf course, tennis, squash, bowls, billiards, dancing—all free to residents. 60 acres grounds. 150 rooms (many with private bath). Self-contained suites. Moderate inclusive terms. Tel.: Weybridge 4242.

From a painting by Harold Wyllie, O.B.E., Vice President: Society of Marine Artists

SENIOR SERVICE
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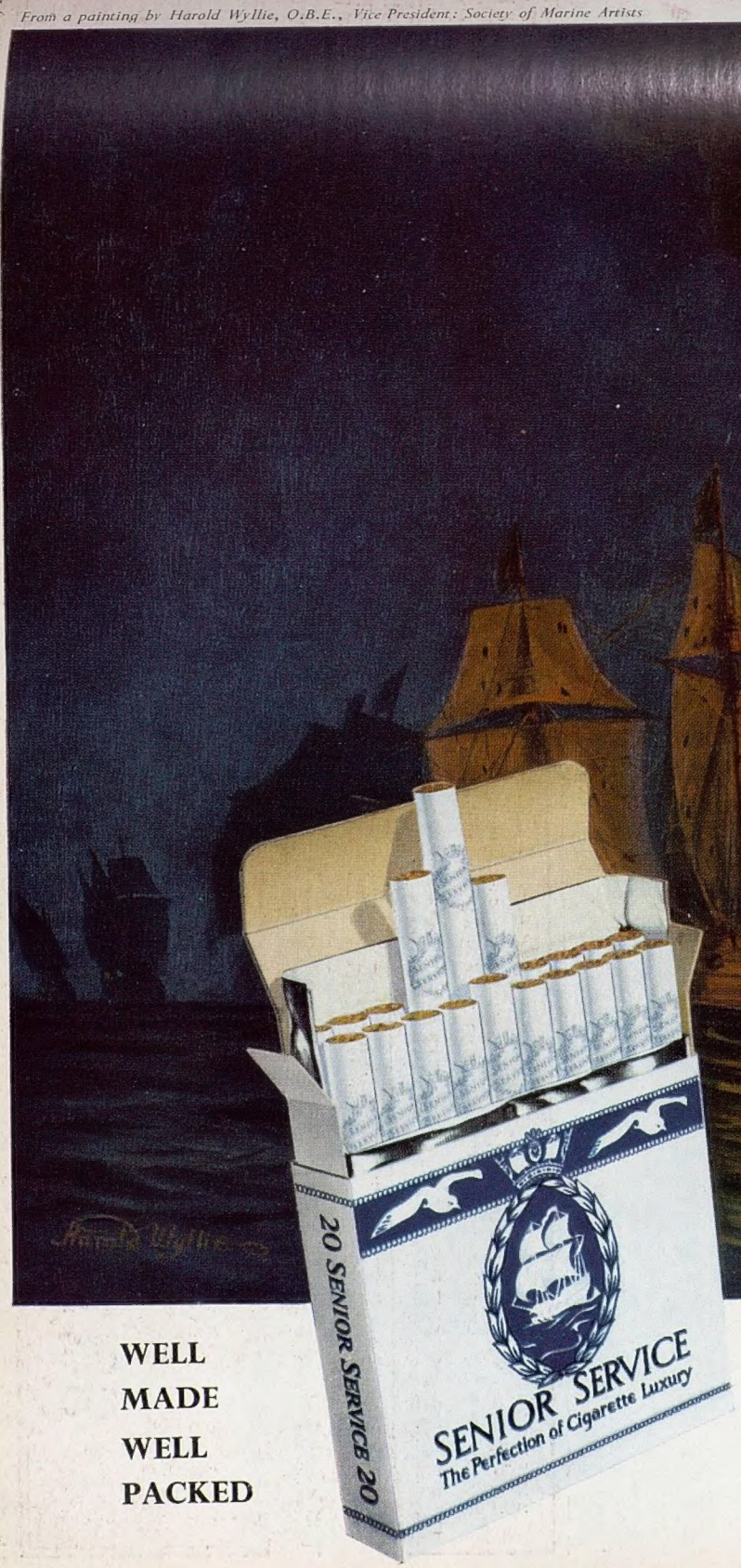

WELL
MADE
WELL
PACKED

FAMOUS NAMES IN THE ROYAL NAVY
H.M.S. DRAKE

H.M.S. DRAKE, the Royal Navy Barracks at Devonport, commemorates one of the greatest British seamen, Sir Francis Drake. It was he who put into service one of his own ships, the Thomas Drake, as a fire-ship against the Armada off Calais in 1588. She is pictured here drifting slowly down on the tide towards the enemy fleet, which was anchored to leeward. Flames are pouring out of the shoots fitted to her maindeck gunports, and the fire party have set her on course and abandoned ship down the taffrail ladder. To the left, enemy ships have cut their cables and are trying to escape.